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ON THE COVER:
The Pershing 92 carves a curve off the coast of La Spezia, Italy.

JUNE **2012**
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Yachting

JUNE
2012
VOL. 211
NO. 06

The Boats











PERSHING 92

<On the cover, the **PERSHING 92** reminds technical editor Dudley Dawson of a Class D hydroplane from his youth, if it had been 80 feet longer, had 5,800 more horses, could be controlled by joystick and ... how exactly do the two compare? Dawson explains inside. **REICHEL/PUGH** draws a souped-up 115-foot racer that looks like a modern and sleek Bristol Channel pilot cutter. **VIKING'S** new 66 Convertible advances the species and invites her owners to go cruising in luxury and style. She also gives away nothing in the area of tournament-fishing prowess. The **HORIZON PC58** power cat may tax your ability to discern illusion from reality: Is this intriguing launch a megayacht or what? you'll have to ask. And size is just one of the advantages of this big cat. **CITADEL YACHTS' 92** Expedition cradles her crew and guests in a fortress of steel and luxury, all the while fueling the fire of her owner's wanderlust. And with this yacht's 4,000 nm range, that's a lot of potential wandering.

Special Report

COURSES TO THE SEA

36 >

A look inside the world of youth sailing schools and their ability to transform even those who "vow to hate sailing" into lifelong sailors. Learn about out how they do it on page 36.



COURTESY OF BROADREACH

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While generations of boaters turn to *Yachting* for information on new boats, seamanship know-how, technology, electronics, tips on the best cruising destinations and great stories about man and the sea, today's *Yachting* is much more than a magazine. Visit www.yachtingmagazine.com to register for our e-newsletter. You can also follow us on Facebook and Twitter.

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REFIT IN A RECESSION

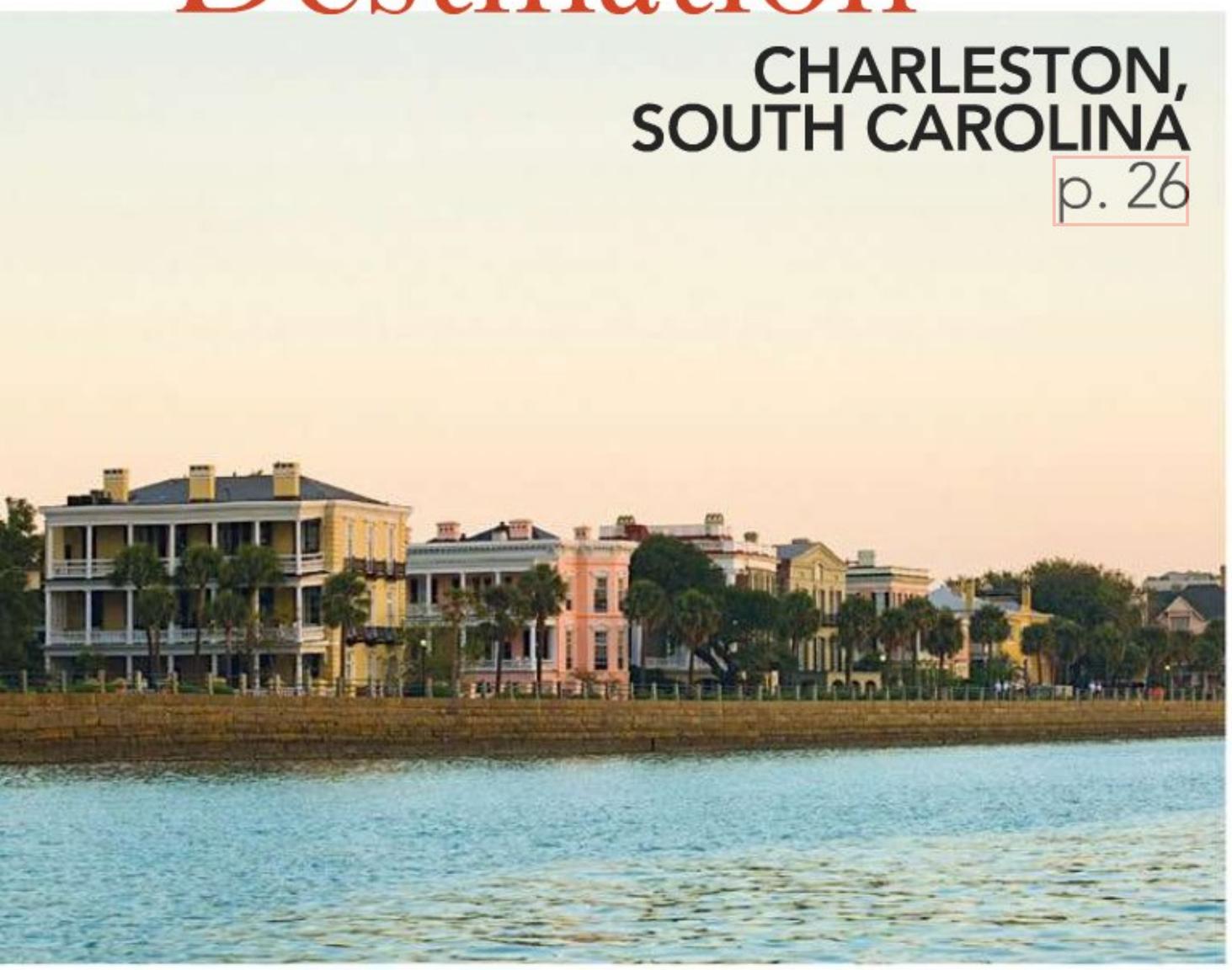
The owner of the 192-foot charter yacht *Islander* used downtime to transform his motorsailer into the motor-yacht he always envisioned. Kim Kavin reports on what goes into a nautical make-over of this magnitude.



Destination

CHARLESTON, SOUTH CAROLINA

p. 26



Opinions & Blowhards

"We'll get on her first thing Monday," he promised me." p. 112

EDITOR'S LETTER 8
Leave your worries at the dock and take every opportunity to get out on the water this summer — it's insurance against winter blues.

PERFORMANCE 18
Technical editor Dudley Dawson explains why, when reviewing a boat, the engine room layout is the first thing he looks at.

POWER PLAY 16
Editor-at-large Jay Coyle tells you how to avoid "that sinking feeling."

The Nuts and Bolts

NAVIONICS read us on NAVIONICS



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ELECTRONICS Swipe, Tap, Nav — The iPad brings a new dimension to navigating. Although it hasn't yet replaced PC-based systems and multifunction displays, a variety of apps add to the pleasures of making your way.



58
SHIPSHAPE Take advice from the pros: Whether your yacht needs a substantial refit or merely routine service, do your homework to get the most out of your boatyard with the smallest impact on your wallet.

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That yacht could change the whole industry.
I have to get a look.

Ocean Alexander pairing up with Christensen
to build a Marshall design?

I can name a few people who should be paying
some very serious attention to that.

There's an extra seat on my plane Tuesday.
Want to join me?



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BY MARY SOUTH

Are You In?

It's possible that the summer-long vacations of our childhoods may ruin a fair portion of our later years. Three months off, during the most beautiful time of the year — what could be better?

So, it's somewhat inevitable that "grown-up" summers are going to leave us feeling shortchanged. We may try to take advantage of an extra three-day weekend or two, a week off — maybe half-days on Fridays, if we're lucky enough to have benevolent overlords or the kind of work that can be put on hold. But there are always those obligations that impinge: unavoidable business trips, family commitments, a project (personal or professional) that spills over its borders and all over the best-laid plans — and suddenly, that magic time we look forward to for nine months has evaporated! Summer is over, *again*.

If you live in the Northeast or another part of the country where the winters can be very cold and dark, well … you may wind up developing the sort of absurd aversion to winter that I once suffered. My dread of November through March started to overtake my enjoyment of even the most perfect summer days — I started to prefer the *anticipation* of summer to *actual* summer! That's when I knew I had a serious problem.

Last year, I found the solution: I spent most of the season on *Bossanova* in a quiet mooring field with beautiful views. Every day began with a sense of vacation as I enjoyed my coffee on the afterdeck and watched the sun sparkle off the water. And whatever happened during the busy day at the office, the holiday feeling was bookended with a grilled dinner on the stern and a spectacular sunset.

Each time I headed across the harbor toward my own private island, my petty concerns seemed to remain in a heap on the dock behind me (which confirmed my sneaking suspicion that minor worries and stresses are afraid of the water).

It wasn't perfect. I had Wi-Fi and a cell phone, which brought the world aboard when I wanted it but sometimes when I didn't. And of course, there were the minor inconveniences that come with living off a battery bank. My hot water heater only runs off shore power, for instance, so I had to take very quick, cold showers aboard, or go ashore and use the facilities.

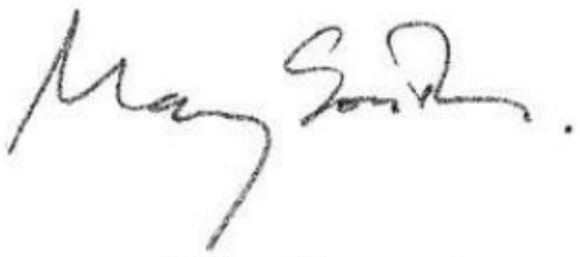
Nonetheless, I stowed away more than enough great moments last summer to make this year's (mild) winter tolerable. (I should also mention that I spent the winter in a house with a fireplace — which is a lot more like having a boat in summer than had ever occurred to me; both make the best of the season — and I think I may have discovered a strategy for beating the winter blahs.)

When I took my boat up through Narragansett Bay to Massachusetts for some maintenance recently, I was reminded of all the great places there are to explore that are only a couple of hours away from my mooring. This year, even if I can't get away for long periods of time, I am vowing to take more short trips, and to throw out the anchor in some of the hundreds of scenic coves, bays and harbors that welcome the Atlantic Ocean to New England. Sure, it's easier to just stay put, and after a week of work it's sometimes very tempting, but the first trip of the season always reminds me that there's nothing quite as wonderful as being under way on a gorgeous day.

Even if you don't have the kind of boat or the kind of life that enables you to spend the entire summer afloat, let's make a pact (at the risk of sounding corny) to get out in the sunshine and enjoy the water as much as we always *think* we will before our plans go awry.

Wednesday, June 20, 2012, is the first official day of the season and the longest of the year. Yes, that does mean that all the rest of our summer days will be shorter, but it's about quality, not quantity.

Summer starts *now*. Are you in? ❑



mary.south@yachtingmagazine.com

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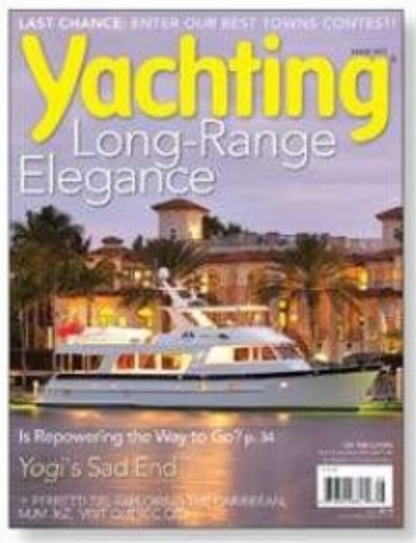
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HUH?

The author of the article on *Yogi* ("The Inquest," May 2012) managed six pages of text and pictures without ever talking to anyone who knew anything about the sinking – such as the passengers and crew. Amazing.

William B. Richardson III
Via e-mail



The highly publicized details of the case, which involved a private yacht and therefore had no "passengers," made it clear that the crew was forbidden to speak to the press. The focus of the article was what happens to determine fault in just such a case, since it most surely does not rest on crew accounts.

— The Editors

WELCOME ABOARD

I hope you have a long and storied career at YACHTING, Mary South! Your first Editor's Letter (May 2012) tells me it should be a good run. I love your passion and forthrightness.

I've never owned anything more than a runabout, but I have the obsession! "My" lake is only an hour away. At 64 and landlocked, I'm getting a little long in the tooth, but I still dream of cruising an oceangoing vessel — hope springs eternal.

Scott Barnaby
Via e-mail

IT'S NOT ABOUT SIZE

As a subscriber to YACHTING I am sick and tired of hearing people say "YACHTING magazine is only for people that can afford super big yachts."

Case in point, I own a 2001 41-foot Formula PC with twin 450-horsepower Cummins diesel engines. I purchased my "yacht" in 2004 and cruise extensively from Newport, Rhode Island, to as far south as St. Michaels [Maryland] and as far north as Burlington, Vermont.

I prefer a smaller yacht because it doesn't require the expense and lack of privacy a crew would involve. Most importantly because fuel costs are such an issue today, if I slow down to 11 miles per hour, my vessel uses two and a half gallons of diesel per hour for a range of 1,610 statute miles.

Some of my fellow boaters say 11 miles per hour is too slow. My reply is very simple: My powerboat is twice as fast as most sailboats and I don't zigzag to get to my destination.

Peter Gold
Newport, Rhode Island

PROPER CHANNELS

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THE NSS TOUCHSCREEN IS UP FOR ANY 'CHALLENGE'!

On my recent world-record attempt at the Bermuda Challenge, we hit *a huge storm packing 12- to 14-foot seas, rain and lightning, all at 350 miles offshore. My NSS touchscreen made it easy to quickly navigate our way to safety. We'll go for the record again, soon. And when we do, I know Simrad navigation, autopilot and radar will be there when it matters the most. It's just a matter of time before I break the record!*

– Chris Fertig, Team Statement
Bermuda Challenge participant



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Chris Fertig is a contracted spokesperson for Simrad Yachting.

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You Be the Judge

One of our favorite places is Jamestown, Rhode Island, located just across the bridge from its larger and louder brother, Newport. In the height of summer, Jamestown feels like another world, with its businesses along a single main road and a charming, small-town ambience. Follow that road (Narragansett Avenue) one mile across the island and you'll dead-end in Dutch Harbor Boatyard. Home to a terrific view, it also hosts The Shack, which surely offers one of the finest lobster rolls known to man. (That's right, Maine. You heard us!) Chef Matthew MacCartney, an alum of several of New York's finest restaurants (Restaurant Daniel, Gramercy Tavern, Craft) is manning the crustacean crackers this summer, reportedly working from Peter Liberati's delicious recipe, which dazzled us last year when he owned and ran The Shack. (Peter's moved on to a career as a chef aboard a 160-foot yacht, but his sister Cara, above with MacCartney, keeps the family's hand in the business.)

The Shack's lobster rolls are just one of many great things Jamestown has going for it. What about your town? Think you've got a better one (town or lobster roll)? Go to *yachtingmagazine.com/50BestTowns2012* to vote and help us name Yachting's Best Town 2012.

GET CRACKIN'

SEE A VIDEO ON THE WORLD'S BEST LOBSTER ROLL AND LET US KNOW YOUR FAVORITE AT *FACEBOOK.COM/YACHTINGMAGAZINE.*

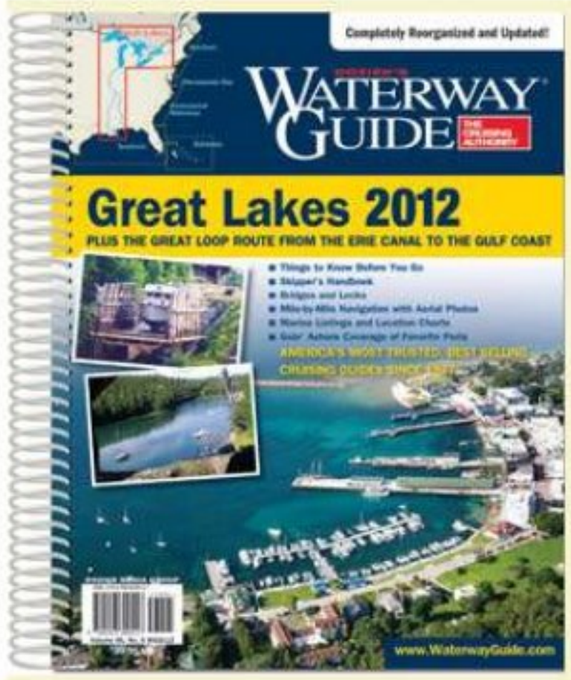


FPBs Aren't Bad for You

Steve Dashew nicknamed his current project "The Wicked One" but he'll be the first to tell you that she won't mistreat her owner and guests. On the contrary, this latest iteration of the FPB line of ocean-voyaging yachts simply elevates to lofty heights Dashew's original concept — fast, relatively effortless, economical and comfortable long-range cruising. Here's what Dashew had to say: "The newest FPB [has a] 5,000 nm range at 11.5 knots, is totally self-sufficient at anchor without fossil fuels, [is] designed for owner operation with or without crew, has [a] five-foot draft, and, of course, is totally self-righting (better inverted instability curve than modern sailing yachts)." She's also able to take the ground bolt upright, resting on her stabilizer fins and twin skegs. Construction of Hull No. 1 was scheduled to begin in April 2012. *setsail.com*

15,000+

The number of warm-weather records broken across the United States in the month of March 2012. According to NOAA, it was the warmest March since climate records started being recorded in 1895.



Go In-the-Know

"Don't leave home without it." Those of us of a certain age will recall Karl Malden's sage admonition for American Express, but it can also be applied to your choice of onboard reference materials for this year's summer cruise: Meet *Dozier's Great Lakes Waterway Guide for 2012*. "Updated annually by experienced on-the-water cruising editors," according to the publisher, the guide includes mile-by-mile navigation, aerial photography, locater charts, anchorage and port information, bridge tables and more. In addition, this year's publication offers new Triangle Loop coverage, an upgraded bridges and locks section and more than a dozen new images. *Dozier's Waterway Great Lakes 2012* retails for $39.95. *waterwayguide.com*

Can You Hear Me Now?

Sea Tow has been working since June 2010 to clean up VHF frequencies by providing an automated radio check system. Mariners can turn to a designated frequency, send out a radio check and have their hail transmitted back to them. More than 100 stations have now been launched, and the initiative is being praised by the U.S. Coast Guard because of the reduction in nonemergency hails on Channel 16. Sea Tow is currently seeking waterfront businesses willing to host its antennas to expand the service area. For more information, visit *seatow.com*.



G: I Need a Pilot

Mount Gay Rum has released the Eclipse Nautical "G" Limited Edition bottle ($17.99). It features the nautical flag design of the letter "G" and is sure to be enjoyed wherever sailors drink ... in other words, everywhere. If the fancy bottle isn't temptation enough, Mount Gay has devised a very tempting cocktail. Mariners may remember that the G flag signals "I Need a Pilot." But with moderation, it may just mean "good."

NAUTICAL GOLDEN COCO

*Pour **2 ounces of Mount Gay Rum** over ice in a glass. Top with **4 ounces of coconut water** and **pink grapefruit juice** to taste. Stir and serve.*





Ride Along with Coast Guard Florida

Finally, a reality TV show that even the cast of *Jersey Shore* won't want to be featured on. Following the success of the hit show *Coast Guard Alaska*, the Weather Channel and Al Roker Entertainment have announced that a new docu-series, *Coast Guard Florida*, will air this October. Scheduled for 13 hourlong episodes, *Coast Guard Florida* will bring viewers aboard as the men and women of the 7th Coast Guard District interdict drug smugglers, defend our borders and rescue mariners in distress. *Coast Guard Alaska*, which introduced viewers to life at Air Station Kodiak a year ago, is scheduled to continue running for at least two more seasons. *weather.com*

> "The impression to me was it's very lunar, very isolated. I felt as if, in the space of one day, I'd gone to another planet and come back."
>
> — **JAMES CAMERON**, THE MOVIE DIRECTOR, ON HIS EXPERIENCE OF DESCENDING TO THE OCEAN FLOOR OF CHALLENGER DEEP IN THE MARIANA TRENCH, ALMOST 36,000 FEET BELOW SEA LEVEL AND THE DEEPEST KNOWN POINT OF THE EARTH'S SEAFLOOR.

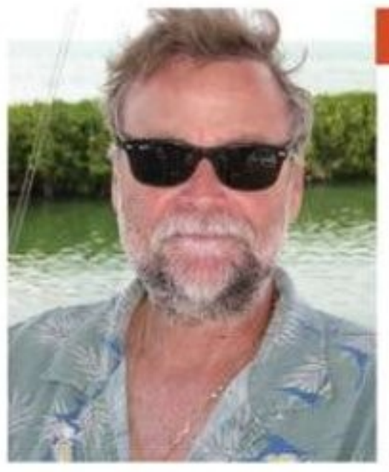
A Raft of Attention

Kon-Tiki has made the news again; only this time she's a replica starring as the main attraction at the Risor Wooden Boat Festival (*trebatfestivalen.no*) and as a prop at the opening of the new Norwegian film titled, of all things, *Kon-Tiki*, scheduled to premiere Aug. 24.

You may remember that Thor Heyerdahl and a crew of five sailed the original balsa raft from Peru to the Tuamotu Islands of French Polynesia, a distance of about 4,300 miles. The raft set sail on April 28, 1947, and crash-landed on a reef off Rarioa Aug. 7 of the same year. Skipper and crew escaped injury and proved that a pre-Columbian craft could have carried South Americans west to colonize the South Pacific. Heyerdahl's book *The Kon-Tiki Expedition: By Raft Across the South Seas* appeared in 1948, and the documentary film *Kon-Tiki*, which he directed, won an Oscar in 1951. You can view a trailer of the new film at *kon-tiki.no*.



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POWER PLAY

That Sinking Feeling

The secret is keeping the water out.

By Jay Coyle

If we learned one thing from the *Titanic* disaster it was to respect the sea. Wait a minute … given the recent losses of the liner *Costa Concordia* and the yacht *Yogi*, I'm not so sure! While forums are abuzz with "experts" pontificating about the possible causes of these unfortunate losses, there is one simple truth. These boats ultimately sank because their crews were unable to keep the sea where it belongs. With this in mind, I offer the few basic rules that have helped keep *Anhinga* afloat on her lines.

Though I have explored Florida and the Bahamas aboard *Anhinga* for 22 years, I avoid cruising complacency. Even in thin waters that are familiar, I go slowly. Take for example the vaguely marked, poorly charted Indian Cay Channel in the northern Bahamas — the term *channel* is generous. In such places I never rely on a single source for position input. I prefer combinations — fixed plotter and handheld plotter, plotter and radar or plotter and paper chart. I use my eyeballs, checking one against the other and the water ahead. I put my mate to work looking over my shoulder. I give the same attention to an unfamiliar inlet, calling ahead for advice before I leave the dock.

At sea I adjust my vessel's speed to suit my reaction time given the conditions. I have avoided countless sea turtles and logs and come across oil drums, cargo skids and even a semisubmerged 45-foot sport-fisher. On dark nights or in low visibility (rain or fog), there is no good reason to go fast. In open water I watch the radar for big stuff moving fast — tankers are hard to miss. In tight spots I set the radar on a quarter-mile and keep an eye out for both landmarks and obstacles. A properly adjusted radar lets me spot items as small as a life jacket floating in calm waters. Even when I am dependent on radar, I keep my eyes focused ahead and just enough way on the vessel to hold course.

A failure aboard can be just as scary as a bump in the night. It is not necessary to channel Archimedes or cipher a pounds-per-inch immersion calculation to appreciate that leaks are unacceptable. In the perfect world, a vessel's dewatering system (bilge pumps) would be capable of pumping water out faster than the failure of its largest through-hull might let it in. This is seldom the case on recreational vessels. I have upgraded *Anhinga* with that goal in mind, and she has at least two pumps per compartment as well as separate alarms. Some builders have gotten into the habit of providing small electric bilge pumps for tidying up and then installing emergency systems with a bypass so the raw-water pump on the main engine draws from the bilge. This is OK assuming you can communicate from the bridge with a mate in the engine room who knows how to operate the system and can keep the bilge debris out and the water flowing.

Silicone hose is great but it's not forever. Inspect *all* hoses annually for cracking, clamp wear or pinholes. Don't be cheap. … When in doubt throw it out! I carry spare hose, tape and wooden plugs just in case. While it would seem obvious that hoses and clamps should be accessible, you might be surprised.

Have you checked your boat's exhaust hose lately? If there's a failure, the engine or sea are both capable of sinking a boat. If you have not fashioned an exhaust plug, a pillow will do. Of course, it is best for you to know your way around the bilge, but if you're not equipped to spot trouble, don't scrimp on maintenance, and have your boat surveyed every five years or so.

As I filed this story, I spotted this headline: *Was the Titanic Shipwrecked by a Celestial Alignment?* Good god, maybe we haven't learned anything! ❑



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Let There Be Light

The five must-have features of a good engine room.

By Dudley Dawson

If there is one thing that can ruin your day at sea, it's malfunctioning machinery. Modern equipment is generally quite reliable, but it still requires periodic attention to keep it performing optimally. Whether you do your own preventive maintenance or leave it to the boatyard, the reality is that it will be done by a human, a fragile being that comes with a host of limitations and personal quirks. Few of us like hanging upside down in superheated darkness, knuckles bleeding and body contorted.

Thus, the easier it is to carry out the required chores, the more likely it is that they'll be done frequently, completely and correctly. That's why the arrangement and finishing of the engine room can have a significant effect on the pleasure you get from your yacht, and why this space is always the first thing I look at on any vessel. There are dozens of critical items to inspect in any engine room, but let's narrow it down to the essentials. The top five features on my checklist are accessibility, "clean-ability," visibility, serviceability and habitability.

Accessibility: The engine space should have a hatch or doorway wide enough to let a person carrying tools or spare parts fit through it comfortably and safely. For ease in removing large parts or performing major maintenance, hinged or lift-off hatches in the deck above the engines are desirable, but they're of little use if they aren't kept clear of pipes, wires and ducts. The area should be large enough for all of the original equipment plus a little extra for future additions. All portions of the space should be accessible, with adequate clearance and guards to protect personnel from hot or rotating machinery. A step or two should be provided for reaching machinery mounted high in the space.

Clean-ability: Materials should be as nonabsorbent and fire-retardant as possible, and surfaces should be smooth so they won't retain liquids and fumes. Smooth materials will not only stay clean for a longer period of time, but they also will be easier to scrub when the time comes. Perforated engine-room liners have advantages such as sound reduction but are not as easy to keep clean.

Visibility: It will be easier to inspect equipment and to spot leaks and spills if the space and equipment are finished in light colors and if there is adequate illumination. Lighting at a minimum of 2 watts per square foot is recommended, and fluorescent or LED lighting is more energy-efficient than incandescent.

Serviceability: All equipment should be located so that it can be easily reached and readily serviced. Make sure there is room to withdraw strainer baskets or to swing a wrench, and look for drip trays under filters. Seacocks and other valves should be immediately accessible, not under a screwed-down floor plate. All systems should be labeled or color-coded so you won't have to worry about confusing AC and DC electrical wiring, or fuel and water piping. The engines should be "handed," with filters, dipsticks and gauges located toward the centerline of the yacht. A small workbench, sink, toolbox, drop cord and air hose are handy for maintenance work, and racks for filter elements and spare parts are a plus.

Habitability: So that the engine room is not a place to be avoided, it should be as habitable as its size allows. If the space is user-friendly, the engines are more likely to receive regular visits for inspections and routine maintenance. Good lighting is essential, as is ventilation. A simple bulkhead-mounted fan can move the air on a hot day or when the engines have been running. On larger vessels, a separately controlled air-conditioning outlet is possible, but make sure the compartment's watertight integrity is not compromised by the installation. Finally, to improve the habitability of the engine room, as well as the entire yacht, machinery isolation and space insulation should be provided to keep noise and vibration to a minimum.❑



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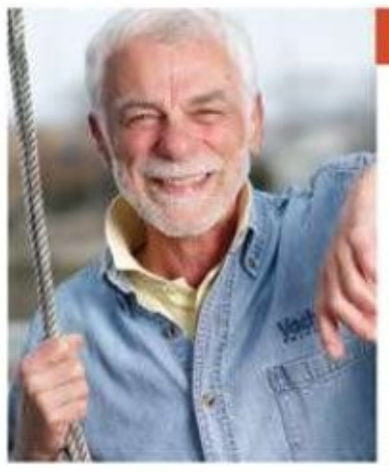
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Reichel/Pugh 115 Classic Racer

Developed in the "spirit of tradition," this lightweight hot rod takes no prisoners.

By Dennis Caprio

This pencil of a yacht reminds us that the looks of historically significant designs never die. Inspired by its work on the Panamax Project — the superyacht *Hetairos* — and the graceful, but businesslike, appearance of 19th-century Bristol Channel pilot cutters, Reichel/Pugh drew the 115 Classic Racer for the growing Spirit of Tradition racing class.

I've always liked the profile of pilot cutters — a graceful sheer line connecting the nearly vertical stem to the lovely counter stern. These boats were designed to hold station at sea to enable a pilot to board incoming ships and to allow him to disembark outbound vessels. Robustly built to absorb the sea's anger, they had a deep underbody, lots of deadrise throughout most of their length and a very long keel of moderate drag (drag in this case means the downward slope of the keel from bow to stern). The shape of the underbody — nearly symmetrical waterlines — and length of the keel gave these boats extraordinary directional stability under way, and they would heave-to as though glued to their coordinates.

A casual look at the 115 Classic Racer, though, tells you that appearance is the only thing she has in common with a true pilot cutter. What's more, the styling motifs are paraphrases — modern interpretations — of the original. The sheer line, which so often anchors a yacht's aesthetic statement, defers to the plumb stem, sharp entry and exaggerated counter. If the sheer were an audio element, it would be a whisper. Unlike her workboat antecedents, which had a gently raked straight stem or a subtly curved one, the 115 has a vertical bow that terminates in a hard knuckle at the waterline.

The old pilot cutters rarely, if ever, exceeded 60 feet in overall length. Although a flush deck, stretching in the shadow of tall bulwarks, was common, the sail-handling gear required to manage the gaff rig littered the deck. By comparison, the deck of the 115 is as free of clutter as are the Bonneville Salt Flats of Utah, which makes it all the more attractive to see and safe to work. In cruising trim, a table and two benches between the helm and deckhouse give guests a place to relax and remain out of the crew's way. Removing this furniture turns the cockpit into a very large workspace for a racing crew.

In keeping with the traditional theme, Reichel/Pugh designed a simple deckhouse. The sides are perpendicular to the deck, and its rectangular windows stand proudly upright, exactly as they did in the houses of yesteryear. These windows wash the salon with natural light. Seen from above, the house narrows back to front, following the line of the deck. I tried to imagine the 115 with a slicked-back bubble of a deckhouse and decided that the yacht's profile wouldn't suffer, but it would be less enchanting by half. This old-fashioned house adds an exclamation point to the design, instead of the question mark you may have thought most appropriate.

Reichel/Pugh spread the living and machinery spaces over the center of buoyancy, keeping the ends of the boat empty to reduce pitching. No doubt that the cavernous area forward of the mast, which has four pipe berths, will stow sails. The lazarette in the counter stern likely will have space for a life raft, lines and other essentials. A hatch on the foredeck and another on the afterdeck open onto these spaces, but the crew can also reach them from belowdecks.

The 115 Classic Racer has a beam/waterline length ratio of approximately 5.5 — a sliver of a boat compared with the 3.5 a cruising yacht of the same overall length might have. Her shallow underbody, fair lines, torpedo-shape ballast bulb (nearly 16 feet below the surface) and flattop mainsail ought to set her flying through the water. I've already booked a berth on the crew during sea trials; that is, if someone builds her. ❑

Reichel/Pugh Yacht Design, 619-223-2299; reichel-pugh.com

LOA: 114'10"
LWL: 94'6"
BEAM: 17'4"
DRAFT (fixed keel): 15'9"
DRAFT (lifting keel): 13'1" to 18'0"
DISPL. (fixed keel): 130,073 lb.
DISPL. (lifting keel): 126,545 lb.
DISPL./LWL RATIO (fixed keel): 68.81
SAIL AREA (upwind): 6,189 sq. ft.
SAIL AREA (downwind): 12,917 sq. ft.
SAIL AREA/DISPL. RATIO (upwind, fixed keel): 38.57
ENGINE: 1 x Yanmar 8LV 320 hp diesel w/ retractable drive

The 115 Classic Racer is nearly twice the length of the 19th-century pilot cutters she recalls.



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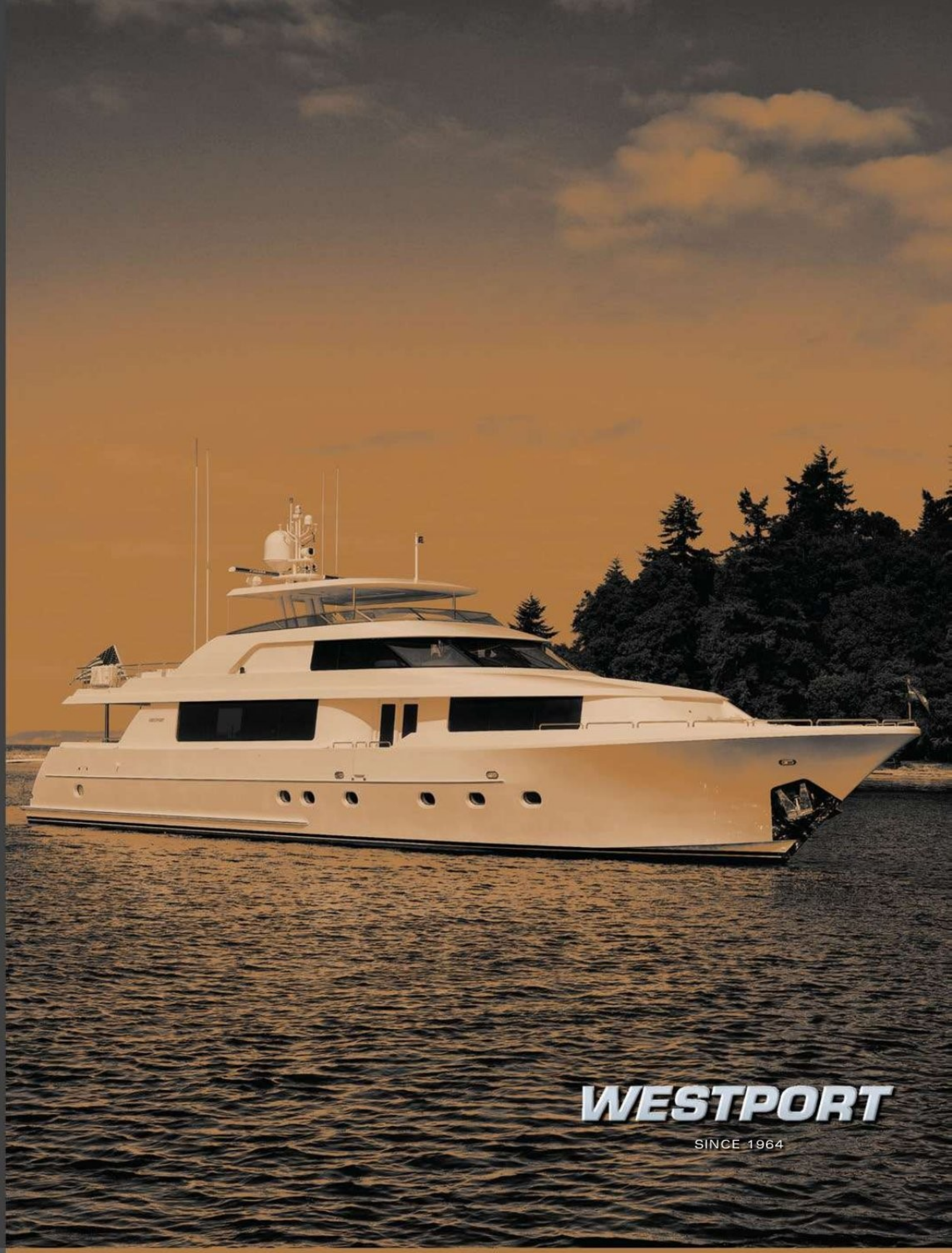
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Viking Yacht's 66 Convertible

advances the species. By Jay Coyle

Good production builders like Viking Yachts usually follow an evolutionary path, massaging their products toward perfection. However, every now and then a new Viking design catches me by surprise. Such is the case with the 66 Convertible. Not only does she accelerate Darwin's time line at Viking, but she also advances the species.

In the 1990s many builders of production convertibles were distracted by the so-called Euro style and focused more on the type's capabilities as a cruising yacht than a fishing boat. Viking took a traditional path, recognizing that the appeal of a purposeful, seaworthy convertible did not need translation for those interested in performance cruising. You don't need a fishing rod and a bucket of bait to appreciate the 66's sweeping lines and her 40-plus-knot performance! Fishier folks will see even more in the 66.

I noticed her curves first. Tournament boats have come a long way from their traditional slab-sided past, and the compound curvature in the 66's house and bridge reflect the current fashion. The theme follows indoors as well, in the arrangement and the joinerwork. What I'm referring to is not the gratuitous use of odd shapes that are sometimes found in European designs. The intention is to soothe, not shock, the eye, and while it can be a slippery slope the 66 remains committed to her purpose.



Creative use of space nets four staterooms, four heads and a big salon.

LOA: 66'7"
LWL: 61'5"
BEAM: 19'1"
DRAFT: 5'5"
DISPL.: 102,875 lb.
FUEL: 2,265 gal.
WATER: 340 gal.
TRANSOM DEADRISE: 11.4 degrees
TEST POWER: 2 x 2,000 hp 16V MTU diesels
STANDARD POWER: 2 x 1,550 hp 12V MAN diesels
BASE PRICE: $3,173,000

This vessel fits into Viking's lineup between the 64 and the 70, and her overall length was not arbitrarily chosen. It gave Viking's designers room to include several popular features in her layout. At the 66's business end there is a full-size tournament-grade cockpit with a fish/stowage box, a livewell, a freezer, a drink box and a tackle center. The mezzanine, a seating area set against the salon bulkhead and overlooking the cockpit, allows observers to watch the action without crowding the angler and mate. Her flybridge has a Palm Beach helm with electronic displays under glass. Fore-and-aft seating to port and starboard has adjustable backs for either a lounging mate or a cockpit observer. There is also seating forward of the console, as well as a refrigerated drink box, a full-size freezer and a spot to stick a life raft.

An air-actuated door leads from the cockpit to the open salon, with a galley and dinette forward. A day-head is sensibly positioned just inside the door. Belowdecks, the four-stateroom, four-head arrangement includes a step-down crew compartment amidships with upper and lower berths,



RPM	KNOTS	GPH	dB(A)
575	8.3	6	74
900	12.0	18	78
1200	16.3	46	80
1500	24.6	74	84
1800	31.8	108	86
2100	37.6	150	86
2355 (MAX)	41.8	204	91

TEST CONDITIONS: Sea trials were conducted in 60 feet of water off Palm Beach, Florida, in two-foot seas and with winds from the east at 10 knots. Speeds were measured by GPS (averaged in two directions) with 60 percent fuel, full water, a tower and three people on board. Fuel consumption was calculated by the engine-monitoring system, and sound levels were measured at the helm.

TEMPTATION

FOR AN EXPANDED GALLERY OF VIKING 66 PHOTOS, VISIT *YACHTINGMAGAZINE.COM.*



This Viking's luxury (salon, above; master, opposite) invites her owners to go cruising.

a head and direct access to the engine room and thus access to the cockpit. This lets the crew, owner and guests go about their business without stepping over each other. The master stateroom has an island king, the VIP forward an island queen and the smaller guest stateroom upper and lower berths. The 66's interior is masterfully crafted in eye-pleasing and book-matched high-gloss teak, which is a pleasant upgrade from the reconstituted teak product that this boatbuilder has used in the past.

This yacht's resin-infused hull is balsa-cored and supported by foam-core fiberglass stringers, bulkheads and web frames. Topside, decks and superstructure are also cored with balsa. To further reduce weight, interior components, such as walking flats, doors and cabinetwork, are cored with either foam or honeycomb. This is a reflection of the builder's commitment to delivering speed *and* efficiency. Fuel is carried in three fiberglass tanks, and the transfer pump is managed remotely by the skipper at the helm. This yacht's fiberglass work and finish both inside and out is first-class. Even the bilge areas and machinery spaces are faired and painted with Awlgrip.

I caught up with Hull No. 1 at Viking's service center in Riviera Beach, Florida. After clearing nearby Lake Worth Inlet, we conducted our sea trial offshore in light easterly winds and two-foot seas. Her pair of 2,000-horsepower MTUs came up to maximum rpm with minimal fuss in about 30 seconds. I recorded a top speed of 41.8 knots (2,355 rpm), and the MTU electronics indicated a fuel burn of 204 gallons per hour.





Easing the power plants back to 2,100 rpm yielded a speed of 37.6 knots and a fuel burn of 150 gallons per hour.

Viking's designers have wisely chosen a modest deadrise for the after sections, with 11.4 degrees at the transom. This is a bit shallower than on smaller Vikings, but it makes complete sense. The stern of a boat this size should remain in contact with the sea, and the decrease in deadrise aft translates into more lift and better efficiency.

At planing speeds, the 66 is far more responsive than you might expect for a boat of her size. Viking's "VIPER" (Viking Independent Programmable Electrohydraulic Rudder) steering system, as the name suggests, can be programmed to optimize individual rudder angle in the trailing position (straight) and in turns where a boat's rudders cut a slightly different path due to their distance apart. The 66's horsepower, together with a bow thruster operated by buttons on those single-lever controls, allow her to effortlessly move about a fish or dock. When backing down, her three trim tabs retract automatically — nice!

Since the late 1980s Viking has focused on building tournament-level convertibles. While at first the company took inspiration and borrowed a few ideas from custom builders, Viking now deserves credit for its own design innovations. This builder achieved its success by fishing the circuit and paying attention to the details that make a boat and her crew winners. Yachts in this class require an investment. The 66's base price with 1,550-horsepower MANs is $3,173,000. Hull No. 1's cost with MTU power, a custom tower, custom electronics and tournament outfitting tallied up to $4,453,094. This may seem to be a premium, but it's competitive given what the 66 delivers. ❑

Viking Yachts, 609-296-6000; vikingyachts.com



Siren of the South: Charleston, South Carolina

History buffs, foodies and fishermen all love the low country.

By Jane O'Boyle

The Ravenel Bridge, soaring above the Cooper River, greets visitors as they sail into Charleston Harbor. Near the Charleston battery, you can make out the magnificent homes with wide double porches (known as piazzas) facing that prevailing breeze, the 1700s mansions where DuBose Heyward and George Gershwin captured *Porgy and Bess*, the old yacht club, and customs house and warehouses that sent cotton to the world and also brought in most of America's slaves.

Nowhere on the Eastern Seaboard will you find such a collection of architecture, maritime history, charming residents, incredible food, secret islands, red drum, plentiful shrimp and delta crabs. Charleston is a cruising yachtsman's dream.

There are several marinas here, including the Charleston Maritime Center on the Cooper River, next to the cruise-ship terminal. It's a little quieter on the Ashley River, located at the western edge of this city. At low tide you can smell the salty "pluff mud" and watch the egrets and ibises peck at oyster beds. But there's a deep channel, and the Charleston City Marina has a megadock (along with the Ashley Marina next door) with 400 slips, about half of them for transients.

"We can handle the small cruisers and also your 280-foot yacht," said harbor master David Rogers. "We have winter specials for December through March that are becoming popular, although our average transient stays 11 days." With high-speed fueling and 3,000 feet of fuel dock, as well as a luxurious floating bathhouse and van service to supermarkets and marine supply stores, many visitors are not leaving at all. Rogers added that more people are returning for longer visits, even buying local condos, because the city life has so much to offer: Spoleto Arts Festival in May and June, garden tours all year long, art galleries and restaurants, all of which are within walking distance of the marina.

Walking around Charleston, you'll find plaques on most of the old homes. These reveal who built the house and when.



A voyage to Charleston, South Carolina, is like traveling back in a time machine through American history.



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After you've enjoyed a horse-drawn carriage ride, be sure to stay up late for the ghost tour. *Boo!*

In the French Quarter (settled by Huguenots), you'll discover contemporary and antique art galleries; catch a concert or play at the Dock Street Theater on Church Street, still going strong after opening in 1736. The street is named for St. Philip's Church, one block north of the theater, with amazing wrought iron that is a local artisan tradition, as are the sweetgrass baskets. In this church's graveyard — as well as the one at St. Michael's on the corner of Meeting and Broad streets — there are the graves of several patriots who signed the Declaration of Independence.

Oh, yes — the food. It is hard to make a mistake on your choice of restaurants, all of which are a short walk or a five-minute cab ride from the marina. Famous and fine Southern food is found at High Cotton, Magnolias, Blossom, Oak Steakhouse and Fish. Locals eat at Hominy Grill and at Fig, where you can find succulent local fish and fresh tomatoes. The newest culinary star in town is Husk, which has received many stars from national reviewers. The busiest breakfast joint in town can be found at the marina itself: The Variety Store restaurant is a family-owned landmark that serves fresh seafood, too.

Walking tours are easy to find on Market Street, as well as ghost tours at night or horse-drawn carriage excursions. If you have time, be sure to get on the van ride for the Gullah Tour, where Alphonso Brown will take you around town to all the famous sites of African-American history.

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cruising the creeks and visiting desolate, sandy beaches such as the one on Morris Island, with its 1886 lighthouse.

Morris Island nearly touches Fort Sumter, the Revolutionary War battery island that still guards the harbor entrance. You can't dock at Fort Sumter anymore, but you can drop anchor and have a picnic on Morris Island, where many claim to have seen the ghost of a pirate ship on the jetties. The Morris Island light abuts Folly Beach, which locals claim has the best surfing on the East Coast. There is a full-service transient marina on the Folly River at Mariners Cay and another on the nearby Stono River called St. Johns Yacht Harbor.

Across the Cooper River on the Mount Pleasant side is the red tin roof of the Charleston Harbor Marina and Resort. Here you can check into the waterfront hotel or dock in the shadow of the World War II aircraft carrier *Yorktown* and walk to a fine public golf course called Patriots Point. A water taxi will take you across the river to Charleston, or you might cruise the bend to Shem Creek, where you can tie up at RB's or Red's Ice House for fried seafood.

Tidal speeds in Charleston can reach up to 3 knots depending on the time of year. You can contact the marinas on VHF Channel 16 (City Marina will switch over to working Channel 68) to receive docking instructions and assistance. Tides average 5½ feet. The City Marina hosts an AIS traffic-monitoring site for *marinetraffic.com*. Guests can go to this site (and then to Charleston Harbor) to view commercial traffic inbound and outbound.

"My favorite place to tie up is at Morgan



Creek Grill," said Charleston sailor Ron Brown. "It's on the ICW on the Isle of Palms and overlooks Goat Island, and I think it's one of the most beautiful among so many great places around here."

Morgan Creek is a good stop if you're heading north. And if you're voyaging south, stop at Bohicket Marina on the North Edisto, where you can relax among the Kiawah Islanders and catch a few sharks or tuna. However, if you come for a cruising visit to Charleston — beware — you may never want to leave. ❑



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When

THE PERSHING 92 BRINGS

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BACK THE FUN

By Dudley Dawson

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I haven't had this much fun in a boat since I was 16, driving a little D Class hydroplane, royal blue with a white centerline stripe, that I'd lovingly built over the winter in my brother's garage. That little race boat was about 80 feet shorter than the Pershing 92 motoryacht that I recently tested and had about 5,200 fewer horses, but it was a screamer whose responsiveness seemed at times an extension of my body as I crouched in the cockpit.

In the Pershing, I found that same sense of being-one-with-the-machine that generally fades as boats get bigger and more luxurious, and — let's face it — as we get older. This stylish yacht loses none of that sense of performance, capturing the undiluted thrill of a smaller boat while providing considerably more space and safety, as well as sumptuous creature comforts. The Italians have a phrase for such a vessel — *barche da sogno* — and this is indeed a dreamboat. It brought a broad smile to the craggy face of this most jaded of old boat drivers. Good thing there were no lovebugs swarming Miami's Biscayne Bay that day, because I'd have been picking them from my teeth all the way home.

The Pershing 92 is very much an international star, Italian-built but clearly as at home in the Americas and Caribbean as she is in the Mediterranean. She is built to a European electrical standard but has converters for U.S. shore power, as well as dual receptacles to handle locally purchased appliances, whether here or abroad. She also is fitted with extra air-conditioning for comfort in Southern waters. When I raised the question of building to Euro standards with U.S. converters vs. building to U.S. standards, Justin Blue, Pershing's stateside program manager, was quick to respond. He quoted convincing figures on the percentages of yachts in this category making seasonal treks between the waters of the United States or the Caribbean and the Med, both for the owner's use and to follow the charter trade. Thus, it makes sense that such a yacht, for maximum utility, should have the capability to operate without restrictions in both areas.

Evidence of that international flavor was on full display in the belowdecks galley, at the stern and just forward of the engine room. The galley also serves as the crew's mess and lounge, convenient to their two cabins, each with en suite head, and is one of the most stylish yet functional arrangements I have come across in a yacht of this size. The complete suite of high-end Miele appliances includes a full-size washer and dryer, oven, cooktop, dishwasher and full-height refrigerator. There are also half-height Miele freezer drawers paired with matching Ernestomeda drawers and cabinets. The drawers open easily and close securely with intuitive recessed latches hidden in between the upper and lower cabinets. Stainless-steel fiddles help keep food on the countertops and off the deck.

Just abaft the galley and easily entered through a watertight door is the engine room. Even with the two big MTU engines and a recess at the top for stowing the tender, everything is reasonably accessible, save a part of the starboard side where the shore-power cable bin intrudes a bit. Routine maintenance is still a snap, though, and for major work, there's a soft patch over the two 20kW generators The tender's stowage compartment lifts off completely too.

Pershing's commitment to choosing the best supplier for each piece of equipment is nowhere more evident than in the lower helm seats, which are a cooperative effort by two specialist companies. Besenzoni manufactured the solid and reliable mechanical components, while Poltrona Frau styled and fabricated the upholstered portions of the seats. Besenzoni also built the passerelle and the two easy-opening pantograph doors to the side decks. Much of the remainder of the interior decor is also by Poltrona Frau, which, like Pershing, is an Italian company with a significant presence in the United States. The company's website opens with the words "timeless elegance," and that's what was apparent throughout the yacht's interior. Modern and



attractive yet eminently functional, the salon and dining area lie just abaft the helm. The salon boasts a spacious area of seating to starboard, with a large L-shape settee and a couple of loose ottomans to provide some flexibility in seating arrangements. A cabinet along the port side houses a pop-up flatscreen TV. The dining area is defined not just by its higher overhead, but by its 45-degree offset arrangement, which parallels the stairway to the guest accommodations forward. An option that incorporates a bar is not yet finalized but should be available on future orders.

Our test boat had the standard arrangement of four staterooms for guests, but an option offers a lower lounge or office in place of the second twin cabin to starboard. Each of the twin cabins on the test boat included pullman berths, and with the largest of the staterooms in the bow and the amidships master, brought the sleeping capacity to 10. Both of the larger staterooms had berths mounted on central recessed supports so that the soft underlighting made them appear to float in space. That lighting, by the way, along with the nicely recessed overhead lighting , is provided by strings of low-wattage LEDs. They are more power-savvy than incandescent light ropes and are safer, because they're less prone to developing hot spots.

On the main deck, there's a huge lounge forward, flanked by convenient fender and line stowage compartments. Doors in these compartments provide access to the backside of the lower helm for electronics maintenance. The table, settee and sun pad are inviting, but if this were my yacht, I think I'd spring for the optional Bimini top, which folds into its own stowage space. On the other hand, if you want shade, there's another table and two benches on the afterdeck, under the overhang of the flying bridge. An additional sun pad resides here as well, atop the tender stowage compartment, with gate-protected steps on either side down to the oversize swim platform. The platform protects the big ZF SeaRex surface drives that so efficiently turn



The 92's helm seats are a collaboration by Besenzoni and Poltrona-Frau. A bar area will be available as an option for the salon (below).



LOA: 91'9"
BEAM: 20'5"
DRAFT: 5'5" full load
DISPL.: 152,000 lb. light, 180,000 lb. full load
DEADRISE: 21 degrees amidships, 12.5 degrees aft
FUEL: 2,378 gal.
WATER: 317 gal.
ENGINES: 2x 2,638 hp MTU 16V 2000 M94 diesels
SURFACE DRIVES: 2 x ZF SeaRex SR1605
PRICE: Upon request

RPM	KNOTS	GPH	dB(A)
625	6.8	10	60
900	9.8	29	60
1200	10.3	56	60
1500	20.3	98	61
1800	26.6	154	64
2100	37.1	230	67
2470	44.0	269	69

TEST CONDITIONS: Speeds were measured by GPS on Biscayne Bay, Miami, Florida, in calm seas, 5 knots of wind and 21 feet of water depth with 60 percent fuel, 60 percent water, 50 percent holding and five people aboard. Sound levels were measured at the lower helm. Fuel consumption was measured by the electronic engine-monitoring system.



A lower lounge or office is available in place of the twin cabin to starboard.

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TO SEE AN **EXPANDED GALLERY OF PHOTOS AND DECK PLANS**, VISIT *YACHTINGMAGAZINE.COM*.





Soft lighting and recessed supports make the berths appear to float (above). The folding/sliding bulkead at the after end of the salon opens at the touch of a button to bring the outdoors inside (right).

horsepower into knots for this 92-foot speedster.

Up the hatch-protected stairway to port is the flying bridge, a feature that is not readily apparent from the profile of the yacht. That's even truer now that streamlined fiberglass moldings, styled and gelcoated to blend into the bridge sides, have superseded the stainless-steel railings of earlier builds. The bridge's helm folds up for use and down for a sleeker appearance at other times, and the back of the helm seat swings forward hydraulically to create additional seating at the table, or down completely to create another sun pad. An immense U-shape settee surrounds the high-low table, and if you reverse the helm seat, the area can accommodate up to 13 guests.

I could go on and on about the clever folding/sliding bulkhead at the after end of the salon — it opens completely at the touch of a button — about the fitted drawers for the Christofle crystal and flatware, and about the good traffic flow patterns and clever space utilization. They're all important points, but they're not what's truly at the heart of the Pershing 92.

What I remembered best, at the end of the day, was Rich Jones, Ferretti's senior corporate captain, suggesting with a smile that I let go of the wheel and grab the tiny joystick that sat unobtrusively at the center of the console. *Wheeeee!* I was instantly back in my D Class hydroplane, but this was a 92-foot, 90-ton missile hurtling across Biscayne Bay at a little north of 50 miles per hour. Far faster than I could ever spin the wheel, the stick swung the drives from side to side for turns that threatened to blow out the props and send us into a spin, but didn't. The 92 was carving donuts as though she were a PWC, so much so that the thought of wake-jumping crossed my mind: But there are, after all, limits to my insanity. Quite simply, it was — as my grandchildren would say — one of the "funnest" days I've had in a long, long time. Thanks, Pershing, for a boat capable of reminding me that the heart of a kid still beats inside. ❑

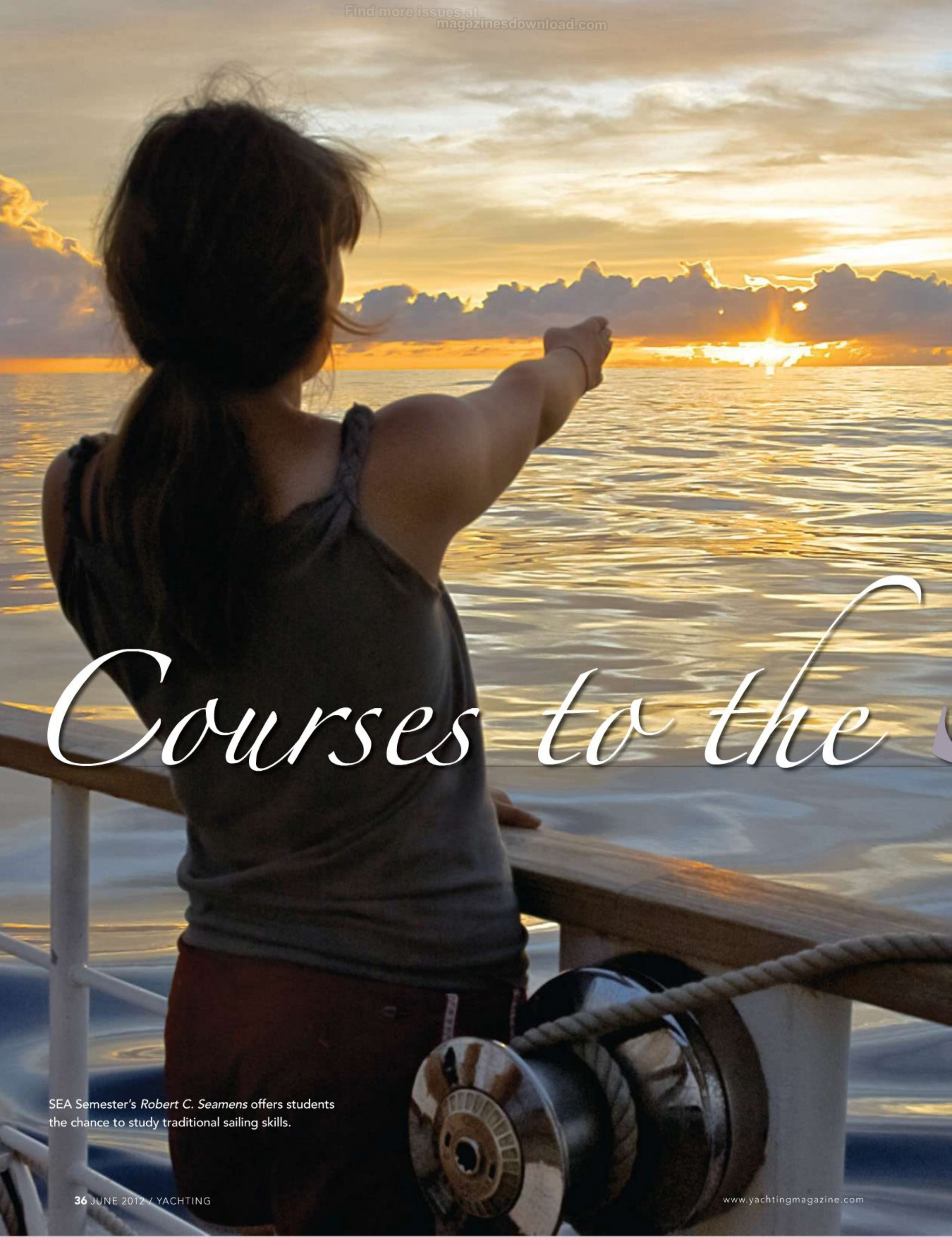
Pershing Yachts, 954-462-5527; pershing-yacht.com

NO SOUND METER? GPS ON THE FRITZ? THERE'S AN APP FOR THAT.

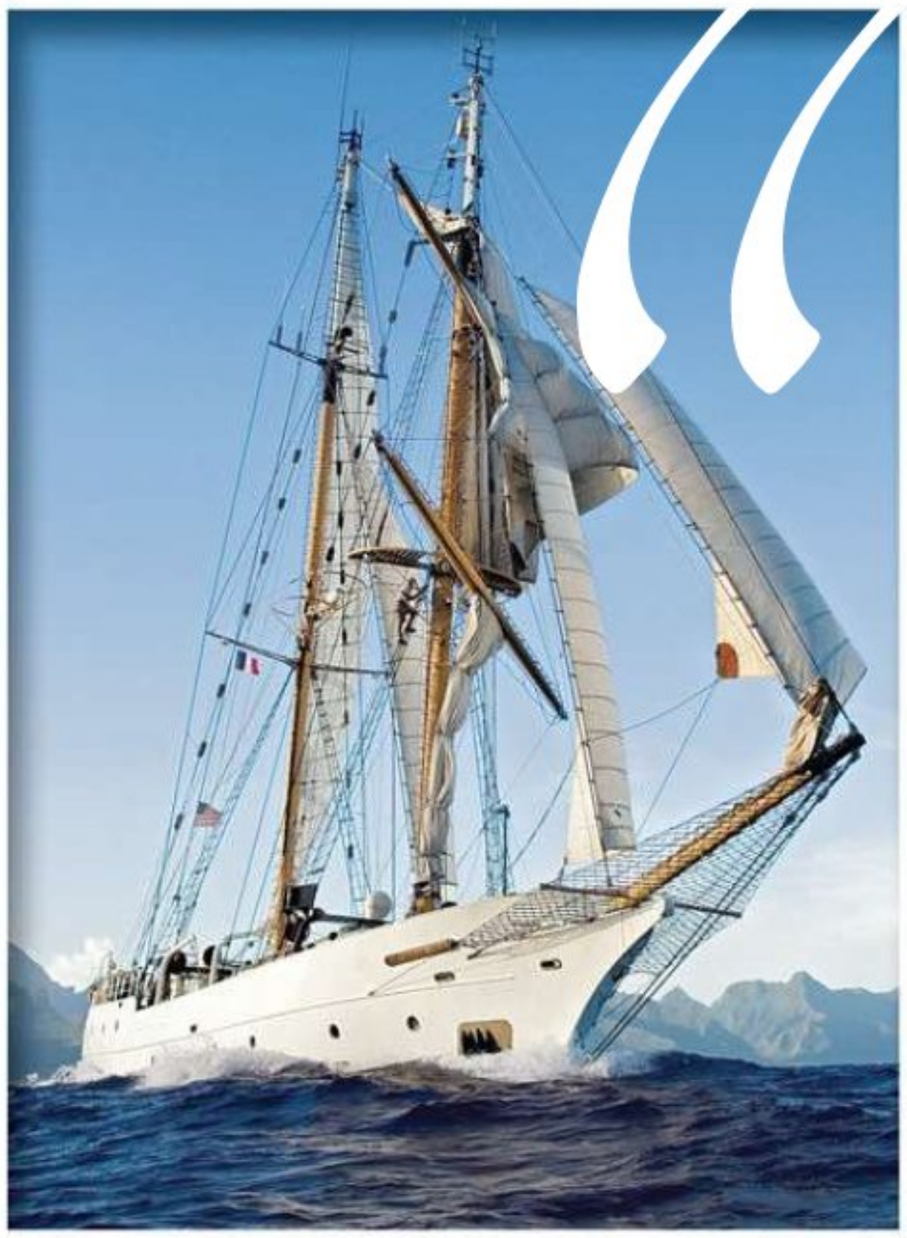
It always happens at the worst time, doesn't it? We were halfway from the marina to the bay when I discovered that the battery in my dedicated sound meter was dead. The needle wouldn't budge, the spare I usually carry had gone missing, and there were no little 9-volt bricks that we could pirate anywhere on the boat. Do we go back, do we detour and make a stop somewhere for a fresh battery, or do we just skip the sound readings this time around? It took Justin Blue, Pershing's U.S. program manager, smartphone in hand, to ask the question, "I wonder if there's an app for that?" Sure enough, within a couple of minutes, the decibel meter app had been downloaded to the phone, a gross sound check carried out, and we were back in business. Justin, by then our hero of the moment, toggled the phone to bring up the GPS app too. Most yachts, including this Pershing 92, have a GPS aboard, of course, but I still carry a handheld unit for that one yacht in 50 that doesn't. Just for fun, we fired up the yacht's system, my Garmin handheld and the phone's GPS app to do a little cross-checking. No surprises — all three units were within one or two 10ths of a knot from each other. So, if you want to do speed trials or sound checks on your boat, download the apps. Even if you have electronics onboard, it's reassuring to know you've got redundancy in the palm of your hand.

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Courses to the



SEA Semester's *Robert C. Seamens* offers students the chance to study traditional sailing skills.



Sea

Well-run sailing programs may be the best way to lure young people into a lifetime on the water.

By David Schmidt

COURTESY OF SEA SEMESTER

It was daunting at first," admitted Thomas Bosler, of Cassopolis, Michigan, of his first sailing experience aboard the *Adventuress*, a sleek, 133-foot B.B. Crowninshield-designed schooner from 1913. "But then the sailing starts and everyone becomes a family. I fell in love with it by the second day."

While Bosler's journey to the sea didn't start until his grandfather's invitation to sail together on a Sound Experience (*soundexp.org*) intergenerational trip, his young landlocked heart proved no match for the lure of the *Adventuress*. Sound Experience runs this majestic, century-old schooner as a floating classroom to teach sailing and environmental stewardship to more than 3,000 students a year on Puget Sound. History, tradition and adventure tempted, and the hook was set: Bosler, 16, returned to Cassopolis, scored an after-school job at a fruit stand and began scheming. By June 2011, he had self-funded two additional sailing trips with Sound Experience. "My dream is to apprentice on the *Adventuress* until I'm 18 — then I want to return as actual crew," said the aspiring seaman. "I'm working my way up."

Catherine Collins, Sound Experience's executive director, said most students arrive without previous boating experience. But, she advises, they disembark with a working knowledge of sailing, and — equally important to the program's mission statement — an appreciation for the marine ecosystem. "We're seeking an emotional connection," Collins said. "It brings students back to the water, and to sailing. You never know where that will go."

In the case of young Bosler, it has led to a burgeoning passion for sailing, the water and the boating lifestyle.

Old-world wisdom maintains that to make great wine, a family must have tended their vines for generations. While it was certainly harder to break into sailing as a first-generation yachtsman many, many years ago, this adage no longer applies, thanks to the myriad learning opportunities that exist. These range from traditional junior sailing lessons at the family yacht club to community-boating programs to study-abroad experiences for high school and college age students. In fact, today's youth-sailing opportunities seem to have finally caught up with the range of boating adventures that exist for adults.

Gone too are the days when learning to sail meant interminable racecourse drills, since today's sailing schools offer students the chance to learn everything, from navigation and blue-water skills to environmental stewardship and yacht maintenance. Here are just a few of the many available programs.



A Broadreach student eyeballs the telltales and trims a headsail.

DINGHY INSTRUCTION

When it comes to mastering starting-line sambas, a racing-focused program is usually the best option. For many competitive junior sailors — myself once included — this meant attending summer-long lessons at the family's yacht club.

Ed Lenihan of the Stamford Yacht Club (SYC; *stamfordyc.com*) in Stamford, Connecticut, told me that the level of resources and parental support that a top yacht club can dedicate to the challenge of making youngsters sail fast is impressive, but the simple truth remains that not all juniors want to be Russell Coutts. Because of this, the SYC and plenty of other clubs now offer recreational-level instruction, where the emphasis is on learning the basics, being safe and having *fun*.

Another yacht-club advantage is the opportunity to learn big-boat sailing, either as part of an organized youth event, such as the Beach Point Yacht Club's (*beachpointclub.org*) annual Junior Overnight Race on the Long Island Sound, or during midweek and weekend regattas. For many juniors, the chance to sail aboard members' boats and to learn from mentors far more seasoned than their college-age instructors adds an important element to their experience.

While a yacht club's resource base ensures that its instruction and opportunity define the national par, not everyone gravitates to yacht clubs. Fortunately, a club membership isn't a prerequisite to becoming a great sailor. "It makes me a little bit [upset] that there's a preconception that a public sailing center can't turn out sailors as good as [those from] a yacht-club program, because we can," said Brad Read, the executive director of Sail Newport (*sailnewport.org*), a Newport, Rhode Island-based community sailing program. No doubt Sail Newport produces world-class alumni, such as Rome Kirby, 23, a helmsman/trimmer aboard Puma Ocean Racing's *Mar Mostro* in the ongoing Volvo Ocean Race, but the program's underlying mission, Read said, is to provide Rhode Island residents with affordable access to sailing and to the water. To accomplish these goals, Sail Newport offers a range of two-week sailing courses, with specialized racing coaching available. To help provide sailing instruction to as many kids as possible while also helping to distinguish the serious racers from the casual participants, the Sarasota Youth Sailing Program (SYSP; *sarasotaysp.com*), based in Sarasota, Florida, offers a series of low-commitment summer courses, starting with two "tadpole" groups and progressing up through Optimist and International 420 classes. These classes serve as feeders for the SYSP's more serious year-round racing programs, which are available to high school students. The SYSP recently introduced a youth multihull team (one of the first in the country), and it's ramping up its keelboat facilities. "These kids *want* to be here," said David Livingston, the SYSP's director. "Once they've made it to the race-team level, it's what they've chosen to do."

GOOD TIMES

FOR A COMPLETE GALLERY OF PHOTOS AND A DIRECTORY OF SAILING PROGRAMS, VISIT *YACHTINGMAGAZINE.COM*.

BIG-BOAT SAILING

Although a trip aboard the *Adventuress* is a great way to learn about sailing wooden schooners, programs such as the Caribbean-based Broadreach (*gobroadreach.com*) offers teenagers the chance to learn about passagemaking and voyaging aboard a modern fiberglass cruising sloop accompanied by knowledgeable and competent instructors. Stir in some Caribbean sunshine, crystal-clear water, adventure and a crew of their peers, and most students are *sold* … even those who formerly vowed to hate sailing.

"We want to take teenagers blue-water sailing," said Broadreach's founder, Carlton Goldthwaite. "A lot of the trip is about group dynamics, leadership and team-building. It's well beyond what most adults think of a charter trip." Goldthwaite said that the first few days are designed to get the students oriented with the best safety practices, points of sail, navigation — the works. Then the newly minted crews head offshore, calling on a variety of island nations and affording students the chance to learn about boats, themselves and the world *without* Mom's and Dad's often uncool presence.

Learning about the world is a central goal of SEA Semester (*sea.edu*), based in Woods Hole, Massachusetts. The program takes college students offshore on semester-long cruises aboard one of two 134-foot steel brigantines, the SSV *Corwith Cramer* or the SSV *Robert C. Seamans.* Unlike many study-aboard programs, which feature ample free time, a passport and little responsibility, SEA Semester is different. "Our programs are challenging, both academically and physically," said Jan Wager, director of development. "Back at school, a student can show up for class or not, with few repercussions. As a working member of the crew, each student's effort and presence is necessary. Participation isn't optional."

Although not every college junior is ready to undertake the responsibility of standing night watch, SEA Semester offers a unique way for students to earn academic credits while also experiencing other cultures, learning to sail *and* working as a team.

Given today's rich landscape of sailing-education opportunities, the ideal program exists for your child. And since many youth-sailing courses feature two-week sessions, rather than a summer-long commitment, there's little danger of Sally's loathing her summer, even if her experience falls shy of Bosler's epiphany aboard the *Adventuress*. Best yet, many of these programs encourage family involvement, so there's an excellent chance that your favorite junior sailor will be able to take you out … even if your sailing vocabulary is limited to "mast" and "mainsail." ❑

COURTESY OF BROADREACH

There is life after sail.



The Fleming 55



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Big Kahuna

Horizon's new PC58 is larger

et's say that you were blindfolded and led aboard the new Horizon PC58. When the blindfold was whisked off and you looked around the salon, I'd be willing to bet you couldn't guess the length of the yacht within 30 feet. In fact, I'd put good money on it.

That's because the "PC" stands for PowerCat, a catamaran motoryacht departure for Horizon that has a nearly 20-foot-wide salon. Consider that the beam of the 30-foot-longer Horizon 88 is just over 24 feet, and you'll start to understand why your eyes betrayed you.

And, if you were to sneak a peek through the door in the forward bulkhead to discover that this mystery yacht has an airy on-deck master suite, well, you'd guess even larger. This visual disconnect occurs because your senses tell you that no 58-footer could possibly have this much space. Welcome to the new world of Horizon PowerCats.



than it looks and as lavish as you like.

By Chris Caswell

In a yacht that's small enough to be easily handled by a couple (more on this later), the Horizon design team has fit in a big salon, an equally large afterdeck, an on-deck master suite, a VIP stateroom that rivals the master on most similar-size yachts and a third guest stateroom.

Depending on the boxes you check on the order form for the PC58, you can choose a fully enclosed skylounge that, once again, is the equal of much larger yachts. Or you might opt for the standard open flybridge (with a full wet bar and outdoor kitchen) that can easily be weatherized with a soft enclosure.

And here's another teaser to whet your appetite: You can, to paraphrase Frank Sinatra (and Burger King, back in the day), have it your way. Horizon has built more than 700 vessels of all sizes, and the company takes pride that no two are alike. When the Horizon team says the word *semicustom*, the emphasis is on *custom*.

The owners of *Blue Horizon* are the stuff of dreams for most builders: They think they are on their seventh Horizon but admit that they've sort of lost count. They did, however, fit a couple of Africat multihulls in amongst those Horizons, and those boats made them want a larger cat.

But they also wanted an on-deck master suite.

As Horizon clients from the very outset of the company, the owners told its president, John Lu, of their desires, and his interest was more than piqued. He invested some $9 million on molds and a sophisticated SCRIMP resin-infusion system capable of handling the complexities of multihulls, thus launching what would become the Horizon PC series, with 47- and 76-footers to come.

The PC58 is the first vessel in the series and is simply spectacular. Sheer hugeness, if that's a word, is certainly impressive, but Horizon has finished the entire yacht to its usual impeccable standards. *Blue Horizon*'s interior sports a satin-finish walnut and is easily maintained by the owners, who plan to spend their time cruising the islands and not removing fingerprints from high-gloss surfaces. With bamboo hardwood soles throughout the main salon, no one is going to worry about a carpet, whether from wet feet or red wine.

One thing I found appealing about the PC58, and *Blue Horizon* in particular, is that she isn't fussy or ostentatious. Oh, sure, look closely enough and you'll find more than enough to ooh and aah about, from the solid granite countertops to the under-counter freezer drawers. But the overall effect is about comfort. This is a yacht in which you can find comfy corners to settle into with a good book.

The salon is clearly the living room, and as such, it connects seamlessly through wide-opening sliding doors to the afterdeck, which easily absorbs a full-size dining table with seating for six, a curved settee at the transom plus a sizable wet bar with a Scotsman restaurant-grade ice maker for really hard ice. The owners are fishing enthusiasts and opted for a large insulated in-sole cockpit fish box, so scoops of that ice should come in handy after the big ones hit.

Immediately inside the salon doors is a generously sized office-cum-nav-station. Fitted with repeaters of the bridge electronics, plus a computer workstation and a comfortable armchair, this should take the sting out of any work that has to be done while aboard.

Opposite is the gourmet galley, which was designed by this yacht's owners and features wraparound counters that put every appliance within easy reach. A raised and high-gloss walnut countertop overhangs three tall stools for use either as a bar or for casual meals. No corners were cut with the Wolf four-burner electric cooktop and convection oven or the Sub-Zero full-height refrigerator/freezer backed up by a pair of under-counter Sub-Zero freezer drawers. A GE dishwasher, two oversize sinks and an array of stowage, including dedicated cutlery and crockery drawers, complete a true live-aboard galley.

Just steps away is the master suite, which, like the salon, spans nearly the entire beam. Its 180-degree sweep of windows provide spectacular vistas, which likely encouraged the owners to spec a forward-facing king berth. There is room for a settee, full-height cedar-lined hanging lockers, built-in nightstands and large concealed drawers for clothing and towels.

The en suite master head is in the port hull and divided for convenience. It has a separate toilet compartment aft with its own sink, and a much larger compartment forward with a vessel sink, a separate vanity with swing-out stool and a large stall shower with two seats and a rain shower head. It is elegant and easily maintained.

The VIP fills the forward half of the starboard hull with a queen-size athwartships berth that also offers a fine view through a large window. Below the window is a built-in bureau with vanity, and the en suite head also has a large shower with seat. The third guest cabin is in the port hull, with steps next to the salon desk. This cabin has a pair of twin berths, which converts to a queen berth with a filler, and direct access to the day-head and shower.

Just as suburban tract homes once offered a "bonus room" for homeowners to complete as they wished, the after portion of the starboard hull on the PC58 is open for multiple uses. Aboard *Blue Horizon*, it is divided in two sections, with the first providing a huge amount of stowage for boxes of provisions and supplies while the second half has a metal workbench with the Sea Recovery watermaker on the inboard side and a single berth and more stowage outboard. In the foyer between this bonus room and the VIP cabin hides a stacked full-size washer and dryer and a cleverly designed fold-down counter for sorting the laundry.

With wraparound counters, shelves and seating, the PowerCat's designers made it obvious that they were not cutting any corners.



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The hidden washer and dryer and fold-down laundry counter are extra conveniences that don't cramp the style of the VIP suite.

Blue Horizon's owners left the bridge open since they plan on warm-weather cruising, and it's accessible from both the cockpit and an inner spiral stairwell. My knees took pleasure in the gentleness of the steps (nine-inch tread rise) that makes them secure and easy to climb.

A pair of Stidd helm seats are behind the fiberglass console which, on *Blue Horizon*, had a pair of Garmin monitors and the engine readouts protected by a flip-up Lucite panel. One item I particularly liked is in the port corner of the dash, where a ZF Joystick Maneuvering System (JMS) combines thrusters and shifters to create a perfect one-handed docking station with a clear view of the entire hull side. A secondary helm station is concealed in the port corner of the cockpit.

The remainder of the bridge is comfortably fitted: a large settee and dining table with wicker chairs, a full wet bar and counter with two stools, and a large Pinnacle grill. The boat deck is yet another reality check: There is space for a 15-foot AB center console RIB with a 60-horsepower Yamaha, and it doesn't come close to hanging over the sides. This launches easily with the UMT 1,200-pound crane, and there is room for a kayak as well.

Her foredeck has a cavernous stowage bin and walk-in access to the anchor locker (its space barely dented by 200 feet of chain and an anchoring system that can be remotely controlled from the bridge, as well as the foredeck). Again, everything has been simplified so that *Blue Horizon* can be handled by a couple in all conditions.

This yacht's resin-infused construction is strong but also makes the vessel relatively lightweight, and the 58 has full keels that fully protect the props and the stainless-steel rudders. In fact, she can be beached and dry out safely on her keels. The hull mold has been designed so that it can accommodate the standard shaft/prop drives like *Blue Horizon* has, or it can be fitted with ZF pod drives.

Engine choices are open, with the standard being the 705-horsepower Cummins QSM11s (*Blue Horizon*'s) or similar-horsepower Caterpillars, which give the yacht a top speed of 25-plus knots. Smaller Cummins QSB-600s are available and should provide the PC58 a 21-knot top speed and better economy, while the pod drives linked to MAN 800s are said to push the yacht to around 27 to 28 knots.

Whichever package you choose, access to the motors will be a breeze. *Blue Horizon* is quite amazing — there is space to get around the power plants (and the Onan 21.5 kW genset), well over six feet of headroom and thoughtful positioning of all the service points. With the engines far from the living space and helm area and extensive sound insulation, the only reading on the decibel meter was wind and water.

By nature, a catamaran tends to track straight regardless of the sea state, since the two hulls counterbalance each other. The downside is increased turning radius (who cares with thrusters?), but the PC58 performs remarkably evenly in quartering seas that are the bugaboo of monohulls.

The hull shape of the PC58 is interesting too, since it has a hard chine (really a spray knocker) that runs all the way to the bow. This combines with a vestigial "third hull" between the main hulls, which rides above the water except when a wave surges upward. On most cats that are flat under the bridge between the hulls, this results in something akin to a grenade explosion, and it can be wearying on a passage. On the PC58, this third mini hull is deeply V'd to defuse the wave, while the solid foredeck prevents any "sneezing" forward of spray.

I admit it: I loved the Horizon PC58. In fact, I had to work to be pleasant to her owners, because I was so jealous. As I write this, they're dawdling their way around the islands, enjoying all the space and comforts of a far larger yacht and, for the most part, handling her themselves.

Me? I'd pack that bonus room with cartons of a nice cabernet sauvignon and fill the freezers with aged beef, and you'd never see me again. ❑

Horizon Yachts, 888-839-3071; horizonpowercatamarans.com.

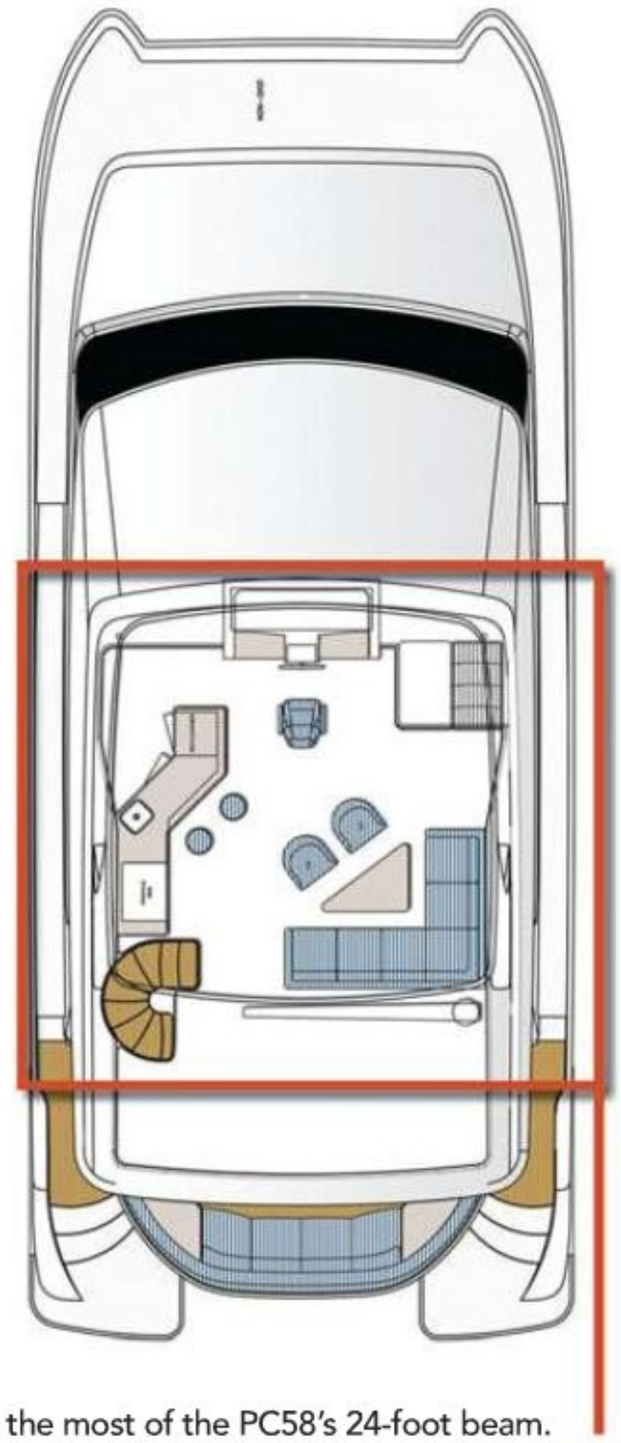
LIVING LARGE

FOR MORE PHOTOS OF THE HORIZON PC58, GO TO *YACHTINGMAGAZINE.COM*.

LOA: 59'9"
LWL: NA
BEAM: 24'6"
DRAFT: 4'5"
DISPL.: 77,000 lb.
FUEL: 1,000 gal.
WATER 400 gal.
ENGINE OPTIONS: Cummins or Cat 700 hp, MAN 800s w/ ZF pods, Cummins 600 hp diesels
ENGINES TESTED: 2 x 705 hp Cummins QSM11 diesels
BASE PRICE: $2,650,000

TEST CONDITIONS: Speeds were measured by GPS in more than 100 feet of water off Fort Lauderdale, Florida, with calm seas and light winds, with a 45 percent load of fuel, 80 percent water and nine people on board. Fuel consumption was calculated by Cummins' electronic engine-monitoring system. Sound levels were measured at the helm.

RPM	KNOTS	GPH	dB(A)
900	9.6	6.3	68
1200	11.5	11.1	68
1500	13.5	25	68
1800	18.0	39	68
2100	22.0	55	68
2300	25.0	70	68



A simple yet elegant salon makes the most of the PC58's 24-foot beam.

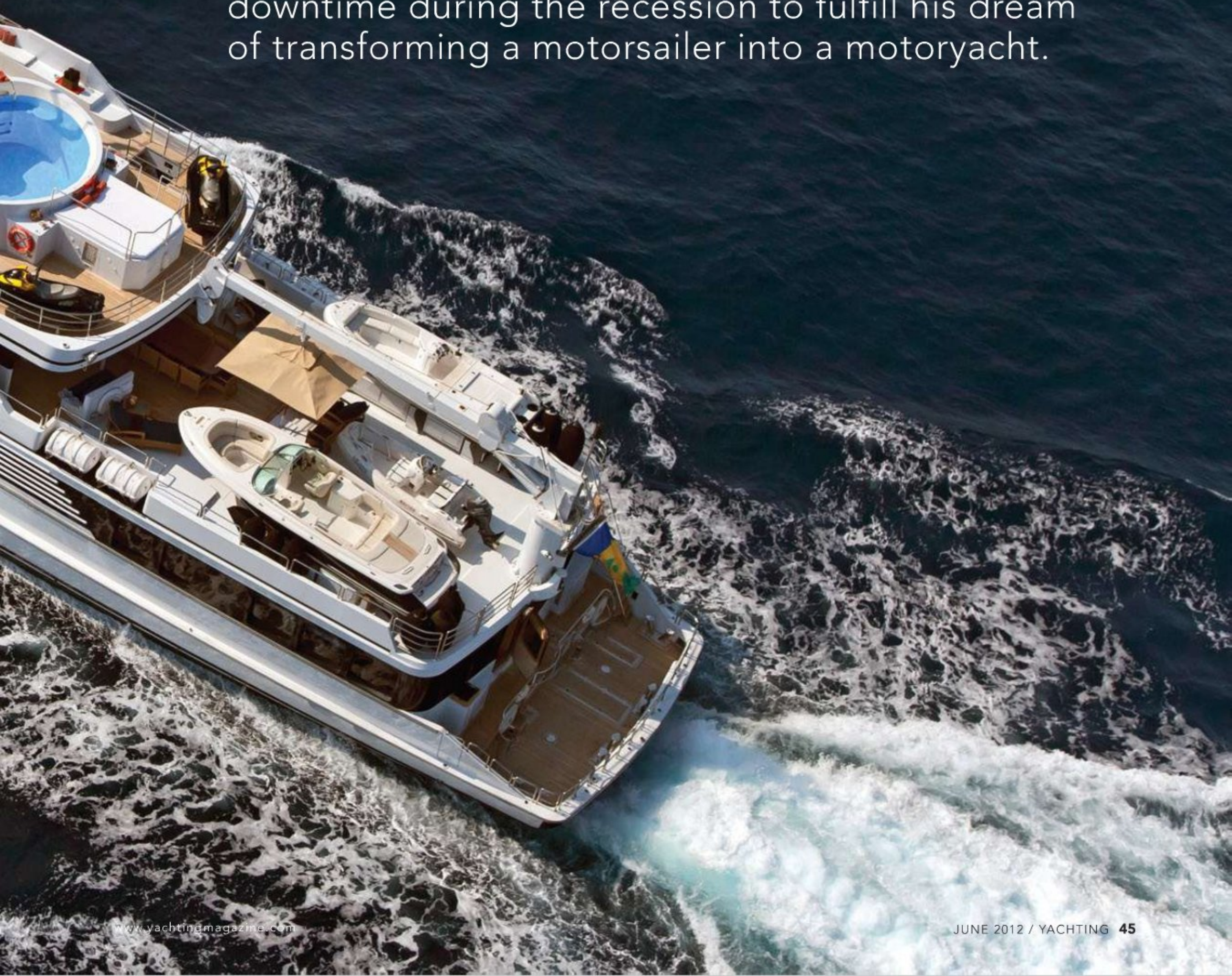
Looking down on the sun deck, can you spot the two places where the masts used to be? (Turn the page to see "before" photos.)

COURTESY THE YPI GROUP

Megayacht Makeover

BY KIM KAVIN

The owner of the 192-foot ***Islander*** used charter downtime during the recession to fulfill his dream of transforming a motorsailer into a motoryacht.



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In 1991 a father and son set out to build the yacht of their dreams. Each had a specific vision for her, and predictably — as things so often go when one person tries to meld his imaginings with another's — the creative art of compromise dominated the design process. What might have been a sailing yacht or a motoryacht instead became a motorsailer. The father got his vision of wind-filled sails, the son got his motoryacht profile, and the charter industry got the 192-foot *Islander*, which remained in high demand for almost 20 years.

Then came the end of 2008, when the Great Recession sapped the charter business along with the rest of the global economy. The father had passed on, and the son still loved *Islander*, but he could not relinquish his original dream of a true motoryacht. The yacht's crew had time on their hands, and it seemed like the perfect chance to make the dream a reality.

"I'd seen the boss, for years, drawing on the backs of napkins and thinking about it becoming a motoryacht," says Capt. Duncan Stephenson, who has been with the yacht for nearly a decade. "He had it in his mind to change her, and with the economic slowdown we decided that, if we were ever going to do it, this was the time."

So in early 2009 *Islander* pulled into northern Florida's Green Cove Springs to begin her transformation. The work would eventually be finished along the St. John's River in Palatka, Florida, a full year and a half later. Her owner paid for the spaces and hired independent contractors in both locations, to keep costs down as well as to retain complete control of the project. Stephenson put *Islander*'s crew to work as shift bosses, giving them oversight responsibilities for various contractors each day. The crew then reported back to Stephenson, who kept the big picture on schedule while making some on-the-fly decisions as needed.

"We did a lot of planning, but in hindsight, you always wish you'd done more," he says. "When you open something up on a boat, you think, 'Oh, right, and that, and that too.' We'd have one thing going on and realize that we could do another. Like when the interior headliner was down to remove cabling that used to control the winches on deck, we realized we could install new routers for upgraded Wi-Fi."

Stephenson kept a list of all the work that was completed during the 18-month project. The first line reads, "Remove rigging. Two masts, boom, 21 chain plates." It's stated matter-of-factly, in a single line of type, but the reality included the drama of a barge, with a massive crane, floating alongside the yacht. The line "14 captive winches removed" doesn't nearly do justice to the fact that each one weighed several hundred pounds and had to be moved by crew and contractors with block-and-tackle so the crane could reach the winches. "Replaced and reorganized engine-room tool boxes" was a three-week ordeal to sort years and years of accumulated, well, *stuff*.

Those three examples are among dozens upon dozens that fill Stephenson's single-space list, which goes on for 12 full pages. The rudders had to be welded into center position. Then all of the hydraulic motors, pumps, piping and rams that controlled them had to be removed. Later, an ABS stability test had to be done to ensure that the rudders, now dead appendages,

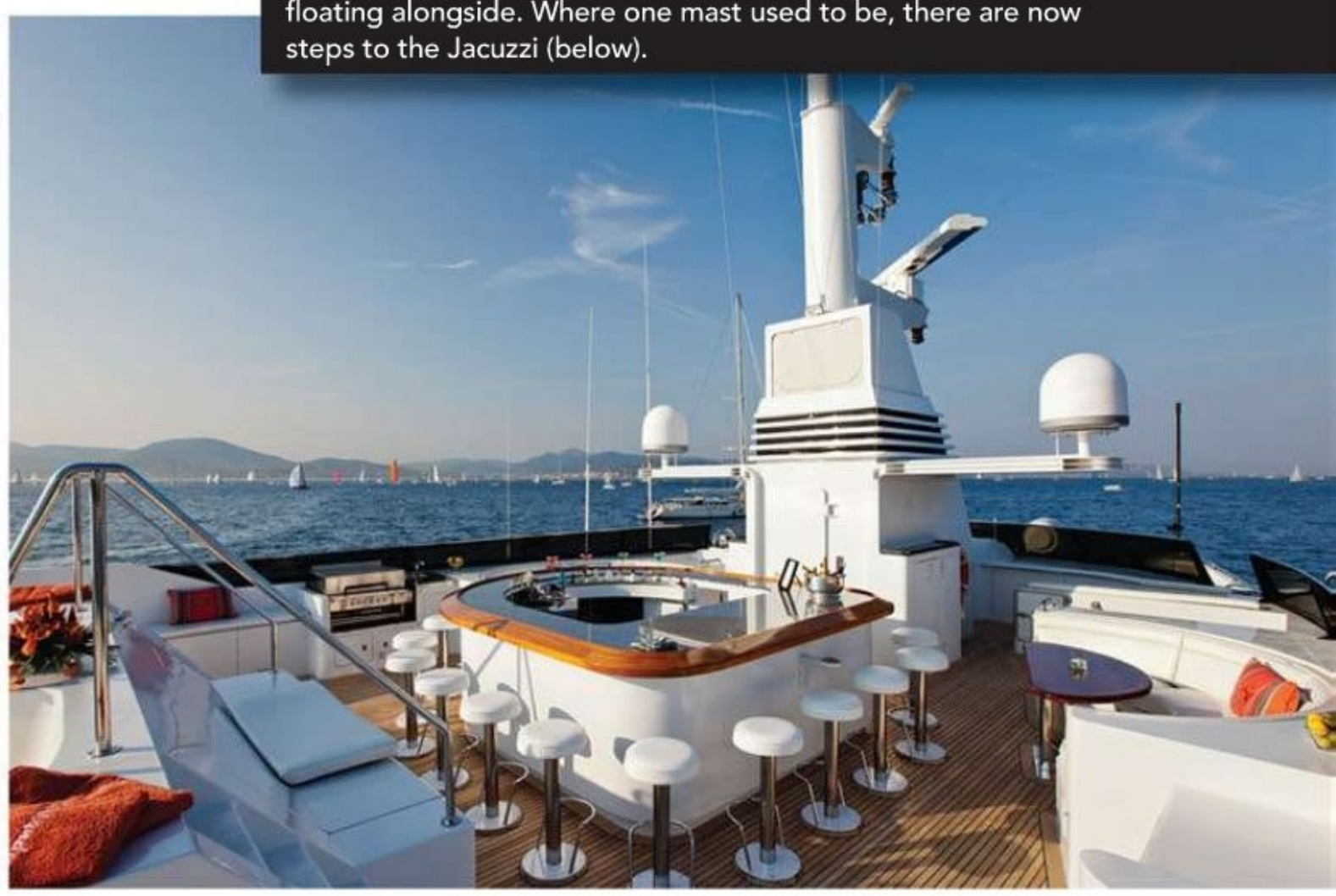
ISLANDER'S CONVERSION

BY THE NUMBERS

Number of keels removed: **2**
Number of masts removed: **2**
Number of spreader lights removed: **24**
Number of satellite domes removed: **2**
Number of chainplates removed: **21**
Number of captive winches removed: **14** (each weighing several hundred pounds)
Feet of cable removed: About **33,000**
Feet of Ronstan track removed from hull sides: **300**
Number of gray- and black-water tanks stripped to bare aluminum: **4**
Feet of water pipes replaced in fresh-, gray- and black-water systems: **300**
Reissued tonnage certificate: **499**
Duration of work: **18** months
Amount spent: More than **$2** million



Removing *Islander*'s mast (above) required a crane and barge floating alongside. Where one mast used to be, there are now steps to the Jacuzzi (below).



would not hinder the yacht's handling or equilibrium.

The yacht also had to have its tonnage certificate reissued, and the owner wanted that number no higher than 499 to eliminate the additional requirements that yachts of more than 500 gross tons must meet. Even with so many items being removed, *Islander* came in right at 499 on the button. As Stephenson explains it, weight was reduced, but the spaces still needed to be enclosed where that weight was once carried. Tonnage is as much about volume as it is about weight, and the yacht's volume didn't change very much.

One of the heaviest items removed was the after keel. "Remove aft keel," actually, takes up just three lines on Stephenson's list, but when he talks about that particular job, he refers to it as if he is recounting a legend or a fable. He shakes his head and exhales before describing the three-day process, which he calls his "Two Nights of Restlessness."

Removal of the after keel began with *Islander*'s formal dining room being carefully stripped of its table and sole, all of which would later be put back into place. A cofferdam was built and temporarily installed one deck below, in the guest accommodation passage, to allow removal of the pin on which the keel pivoted. Chain blocks and beams were installed in the dining room overhead. The chains were then lowered through a hole in the sole, down through the cofferdam, and, finally, attached to the keel. They would help to maintain *Islander*'s structural integrity as the keel, now attached to the chains, was freed from the yacht and lowered onto the riverbed.

"The idea was that the keel would be lowered down, we'd send a diver down to release it from the chains, and then we'd sail off so that a barge and crane could come behind us and pick it up," Stephenson says. "We hoped it would be lying in five to six feet of silt in the river, but it turned out to be more like 15 to 20 feet of silt, so the keel just kept going. It kept disappearing. We're talking about a 20-ton keel. That's a serious load. The chain blocks were creaking and creaking. At one stage, I actually started to wonder if the river was bottomless."

Removal of the forward keel was easier, he says, because variables like silt depth became known quantities — and because the second

PHOTOS COURTESY THE YPI GROUP

After *Islander*'s masts were removed and her rudders were welded into center position, a new stability test had to be done to ensure safe motion under way.



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time you do anything, even if it's removing a megayacht's keel, the job just somehow gets easier. In fact, the ordeal with the aft keel made other tasks seem almost easy. The bridge overhaul, for instance, included removing and upgrading everything except the yacht's engine controls and autopilot. Most people would consider that job mammoth, but it was quite straightforward considering what *Islander*'s team had already endured.

In the end, Stephenson says, he was thrilled about the project because it let him upgrade things properly, in a way that most other captains never get a chance to experience.

"Usually, a new regulation comes every day, and we do things little by little," he says. "With these 18 months, we could look at systems in their entirety. *Islander* is now an extremely solid platform in terms of reliability and ease of operation."

He has noticed a slight increase in speed too, giving the yacht a new top end of 18 knots, but the real difference to him is in the efficiency of all the new systems. *Islander* has been, in a word, simplified, which is really saying something about a 20-year-old boat of any size. All of the time that Stephenson and his crew used to spend working with and around older systems is now time that can be dedicated to improving service for charter clients during summers in the Mediterranean and winters in the Caribbean.

"And we're talking about what we can do even further to improve," he says. "Most of the crew were here throughout the refit, so we all know the boat from the inside out, and of course we all now have our own wish lists."

The 18 months and more than $2 million spent were an outstanding investment. "By managing the project ourselves and taking our time, we were able to get really good value for our money," Stephenson says. "And there is definitely a new pride of ownership in the boss's eyes. It will be exciting to find out whatever we'll be doing next." ❑

Islander *is part of the charter fleet at YPI Group. She takes 12 guests at a lowest weekly base rate of $195,000. Contact 001-33-493-340-100, charter@ypigroup.com; ypigroup.com.*

THE MAKING OF A YACHT

TO SEE PHOTOS OF *ISLANDER*'S MASSIVE REFIT, DROP IN AND STAY A WHILE AT *YACHTINGMAGAZINE.COM*.



Islander's new profile (below) is the vision that her owner has had in mind ever since she was built as a motorsailer, to accommodate his father's dream of sailing.



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Going the Distance

Citadel Yacht's 92-foot *Miss Lisa* was born to chase horizons.

By Chris Caswell

As I walked down Australian Dock in Palm Beach, Florida, which is near hoity-toity Worth Avenue, I had no idea what to expect.

The phrase *expedition yacht* is one of the most abused and misused terms in yachting these days as legions of builders jump aboard the voyaging bandwagon. Production motoryachts designed for mild-weather boating get face-lifted with reversed pilothouse windows like those on fishing trawlers and are immediately relabeled expedition yachts. It's unfortunate. So I wasn't necessarily expecting what I saw.

There, tucked amongst rows of white plastic marina queens, was *Miss Lisa*. She was Hulk Hogan at a debutante ball. Imagine a street brawler at high tea. Picture a flak jacket hanging in a closet filled with linen Armani blazers. This is a yacht whose motto is clearly "bring it on." At 92 feet, she is huge. Her prow would take a fire ladder to reach from dock level, and her 25-foot beam is a yard (or more) wider than those of most conventional yachts of the same length. Just tied at the dock, she appears planted rather than moored.

Then there are the details. Look up for a moment, and you'll see the two anchors high on the bow. Each one weighs 350 pounds and has anchor chain with links too large to encircle using both hands. This is what you want to drop to windward in a Force 10 gale in Beagle Channel while waiting to round Cape Horn, and this is just a sample of the uncompromising strength built into this yacht.

The final lines for *Miss Lisa* came off the drawing boards of naval architect Dennis Als, but they really began decades before in the Bering Sea, where fishing trawlers of the Pacific Northwest regularly faced fearsome seas and howling winds. This is the second 92-footer built by Tacoma, Washington-based Citadel Yachts, with essentially the same hull, and the owners of each vessel say they have proved both comfortable and seaworthy in all conditions.

Miss Lisa is unusual in this world of fiberglass, wood and aluminum yachts because she is steel. You'd never know it from looking at the hull, which is mirror-finished in flag blue Awlgrip. The weld work, from the hull plating to the jewellike polished stainless-steel rails, is immaculate. She may be steel, but she is not industrial. To reduce her weight aloft, the superstructure is aluminum and, once again, to yacht quality.

Her hull, like those of Pacific tuna seiners, features hard chines, a wide stern and a bottom that eases gently upward to the stern for both efficiency and internal volume. Some yachts have a little metal cap on the keel in case of accidental grounding, but not *Miss Lisa*. She has a 12-inch-square welded box keel, made from one-inch-thick steel plate, running the length of the bottom. Combine that with the steel skegs that surround the propellers and hide the rudders, and you have unequaled running gear protection.

If you're getting the sense that *Miss Lisa* is solid, consider this. She weighs in at 193 long tons, or 432,000 pounds. Production motoryachts of the same size rarely weigh one-third that amount. Think of it another way: Just the fuel that *Miss Lisa* carries weighs

44,000 pounds, more than the *entire displacement* of most 50-foot production fiberglass powerboats.

But lest you think this is a thinly disguised commercial vessel, step aboard. From the fully planked teak decks (not veneers) to the finely crafted interior, *Miss Lisa* easily holds her own with yachts from any builder in the world.

The experienced owners wanted a full-displacement yacht with transoceanic range, yet with a traditional yacht interior suitable for cruising aboard six months a year, and that is exactly what Citadel delivered.

Miss Lisa's interior is the work of Joe Artese, whose credits include both power and sailing yachts marked by incredibly detailed and thoughtful interiors that rely on fine woodwork. The salon is a perfect example of Artese's style, with warm anigre bulkheads, recessed-panel cabinetry and a teak-and-holly sole for easy maintenance. The effect is a simple, traditional East Coast feel with crisp white fabrics and navy accents.

To carry out the vision of Artese and the owner's wife, also a designer, project manager Mark Masciarotte brought in Offshore Interiors, a British Columbia company that specializes in complicated joinery, which, in this case, required creating the tooling for more than 30 custom moldings.

The salon is aimed at entertaining, with a built-in settee and loose armchairs, plus a formal dining table. A flatscreen TV is framed in the forward bulkhead, while the starboard side has a wet bar with a pair of hidden Sub-Zero refrigerator drawers.

Just forward is what Citadel calls the "grand galley," which combines a spacious cooking area with a raised dinette to create a casual social spot. The galley area to port is notable for gorgeous black granite countertops (with lips to prevent spills) and a center island with three stools. A full-size Sub-Zero fridge is aft with a pair of under-counter freezer drawers; the island offers a five-burner Wolf cooktop with a commercial oven, and the appliances range from a Fisher & Paykel dishwasher to a wine chiller. Just forward of the galley is a huge pantry area with wide doors and deep shelving. To port is a large day-head with Carrera marble counters, and a watertight door leads to the portside deck for easy loading of provisions.

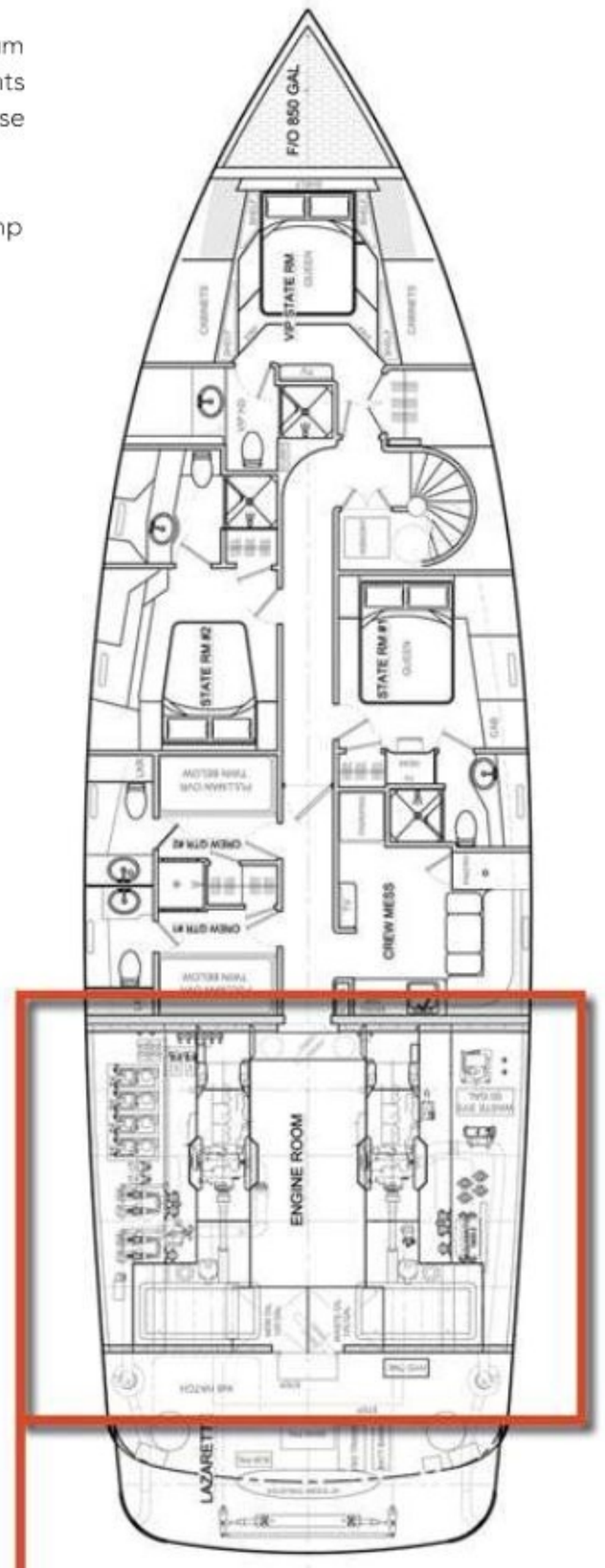
The owners were strongly attracted to the Citadel 92's one-level living area, which holds the salon, galley, lounge and owner's stateroom on the same deck. Her full-beam master has a centerline king berth under a curved overhead treatment that includes solid handrails, a reminder of Artese's sailing background. The entire after bulkhead is devoted to cedar-lined hanging lockers (perhaps even offering enough space to hold clothes for those six months aboard); a portside vanity and a bureau next to a love seat completes the suite. *Miss Lisa*'s master head is spa-size, also with Carrera marble counters and a mosaic floor from the same piece. One entire bulkhead is dedicated to linen cupboards, and there is also another hanging locker.

This 92-footer's broad beam and immense volume allow for five more staterooms on the lower deck, which is remarkable for a vessel of this size. The VIP is forward, with a raised queen-size berth surrounded by bookshelves, bureaus and a large hanging locker. The en suite head also features extensive use of marble, this time in a warm mocha tone.

LOA: 92'0"
BEAM: 25'6"
DRAFT: 8'6"
DISPL: 193 long tons
FUEL: 6,075 gal.
WATER: 800 gal.
HOLDING: 350 gal. black/270 gal. gray
CONSTRUCTION: Steel/aluminum
DESIGN: Dennis Als/Citadel Yachts
INTERIOR DESIGN: Joseph Artese Design
STABILIZERS: Naiad
BOW THRUSTER: Key Power 75 hp bow and stern
WATERMAKER: Sea Recovery 600 gpd
ENGINES: 2 x 600 hp Caterpillar C18 diesels
SPEED: 12.3 knots top, 10 knots cruise
RANGE: 4,000 nm
PRICE: $11,750,000



The galley combines top-notch appliances with a casual dining area.



The huge engine room is well designed with easy access to service points.

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A clear, intuitive array of electronic displays on the bridge (top) and a full-beam master with views make long-range cruising comfortable.

Aft along the corridor are two additional guest cabins with staggered doors, each with a queen berth and en suite facilities with marble showers and counters. Considering the size of all the cabins, no guest will ever feel like a second-class visitor aboard *Miss Lisa*.

A door closes off the crew's quarters, while still allowing easy access to the guest cabins for servicing. The two crew cabins are mirror images, with a wide lower berth and a concealed pullman for a second person, and each cabin has its own head and a shared shower. The cabins are finished to the same high standards as the guest quarters.

Opposite the crew's cabins is a spacious lounge with full-size fridge, mini galley with microwave, and settee for dining or watching the TV. The crew has an entry to their quarters from the afterdeck, so everyone has privacy.

Because of *Miss Lisa*'s high bow, her pilothouse is on the same level as the foredeck and includes a small skylounge. The bridge is forward, with a 360-degree view. A pair of pedestal chairs is behind a full-width instrument panel with five monitors that can display a full suite of electronics as well as engine and ship systems. Overlooking the helm is a raised settee with a pair of cocktail tables, while the lounge area is fitted with an L-shape

NEIL RABINOWITZ

EXPLORE MORE

TO READ MORE ABOUT CITADEL YACHTS AND *MISS LISA*'S ANIGRE JOINERY, GO TO *YACHTINGMAGAZINE.COM/CITADEL*.

banquette, an office with desk and a TV.

Any seaman will love this bridge, which includes a chart table to port that is large enough to hold a full-size chart under a Lucite panel and has drawers beneath to hold reams of flat charts. The electronics package, from Radio Holland, wants for nothing. A pair of 24- and 48-mile Furuno radars link with the NavNet processors for AIS identification and merge the Transas Navi-Sailor U.S. and Caribbean chart package with Nobletec navigation software. Communications range from an Iridium transceiver through Coastal 30 satellite TV to Syrens Wi-Fi, Sailor VHFs and a Panasonic main switchboard.

Like everything else, the boat deck is immense, with ample space for the 21-foot Novurania diesel water-jet tender, which is launched by a Steelhead 4,500-pound davit.

With the pilothouse at foredeck level, a watertight door opens onto a Portuguese bridge, giving direct access to the anchor gear. A pair of hydraulic J.K. anchor windlasses hold 90 feet of five-eighth-inch BBB galvanized chain as well as an additional 340 feet of stainless-steel cable on each drum. There is no chain locker, and the highly polished stainless-steel windlasses lead into mirror-finish deck troughs with built-in anchor washdowns.

The flybridge has two monitors and repeaters for the electronics, a trio of pedestal chairs and a wraparound settee with space aft for lounges or sun pads. Hard-wired remotes allow the skipper to roam the boat deck and foredeck with full control.

I've saved the engine room for this point, because it is absolutely stunning. Not only does it span the yacht's 25-foot beam, but it also stretches so far fore and aft that the twin Caterpillar C18 600-horsepower diesels seem dwarfed. You can literally walk around the engines, with full access to the hydraulic power takeoffs on each as well as the transmissions. A pair of Northern Lights 40 kW gensets are equally lost in each corner.

The Key Power hydraulic system runs the 75-horsepower bow and stern thrusters, the big anchor windlasses and the crane for the tender, and a backup hydraulic pump allows use of the crane without running the main engines. An array of systems is located around the engine room, including a Sea Recovery 600-gallon-per-day watermaker, Headhunter Tidal Wave sewage treatment, ASEA power transformer, Alfa Laval fuel polisher and Delta T-vents.

Miss Lisa carries 6,075 gallons of fuel, giving her a range of more than 4,000 nm at a cruising speed of 10 knots. While the earlier Citadel 92 had a single engine, the owners of *Miss Lisa* chose the twin Cats for both the security of redundancy and the reduced maintenance from two engines running at lower speeds. Her top speed is 12.3 knots, but the cruising speed keeps the engine loading in the 30 percent range, in part because the engines are turning huge props: 56-inch-diameter Rolls Royce five-blade nibrals.

It's clear that a yacht like *Miss Lisa* is not for everyone, but for those of us who love the idea of being able to hit the start buttons and then head off for, oh, say, Gibraltar (or Hawaii or Belize) on a moment's notice, she is a very special vessel.

Sitting at the dock under the Florida sun, she was clearly waiting for her next adventure. As I walked away, I turned once for a last look. She seemed like a clenched fist among a bevy of upturned pinkies. I loved her. ❑

Citadel Yachts, 253-627-0704; citadelyachts.com



Swipe, Tap, Nav

A look at iPad-based navigation

By David Schmidt

In 2007, I joined the Puma Ocean Racing team for an offshore-training session aboard its Volvo Open 70, *Avanti* (formerly *ABN Amro Two*). While our bow-breaking ride is a different tale, watching the late, great Mark Rudiger navigate this yacht up New York City's East River and under its many bridges using a then-state-of-the-art B&G (*bandg.com*) tablet left a strong impression of the increased situational awareness that the device's navigation affords.

THE GAME-CHANGER

Flash forward to 2011. I found myself aboard a Protector 40, ripping through skinny-water passes at 30-plus knots on Vancouver Island's northeast coast, a paper chart splayed across my lap and a large-screen multifunction display (MFD) on the dashboard. Peter Vermeulen skillfully drove while Ralph Silverman tapped on his 3G-enabled, first-generation iPad (*apple.com*), which was running a Navionics (*navionics.com*) navigation app. Ralph had full access to boat speed, heading and location information, often identifying hazards faster than I could. Much like my experience aboard *Avanti*, this one impressed me with the possibilities. The difference? *Cost.*

While dedicated tablets are great at running complex routing programs, they're expensive and tricky to replace and require specific program knowledge. The iPad's 2010 introduction was a game-changer, offering commodity-level tablets that can run a vast menu of specialized apps. Although iPad navigation has some inherent limitations, it offers a refreshingly simple approach to navigation in an affordable, user-friendly package.

ADVANTAGES

"The iPad has become an all-in-one computing device," said Robin Martel, the president of Northport System Inc., purveyors of Fugawi software (*fugawi.com*). "It does many tasks with a unified user interface. Plus, its ubiquitous Internet connection gives owners a cheap, easy way to get online. Chart updates can be pushed to the iPad [via the iTunes App Store], and users can easily share trip information using social media."

While still not "cheap," iPads are far less expensive ($499 to $829) than dedicated tablets, and their diminutive size makes them highly portable. Apple's omnipresent online and brick-and-mortar presence ensures easy replacement, and with iCloud, you can cloud-store data or — should your iPad be pilfered — remotely track the device and/or wipe all data.

"The sheer convenience of the iPad makes sense," said Don Black, the global senior vice president of sales and marketing and business development at Navionics. "There's still a place for PCs aboard, for example if you want to run complex routing programs, or if you need a keyboard. The difference is fun. … iPads are a different way to enjoy boating activities."

NUTS AND BOLTS

So how does iPad-based navigation work? Bundled within the iPad's operating system is a feature called Location Services, which pinpoints the iPad's location on a chart using GPS, cellular or Wi-Fi networks. A navigation app provides the crucial interface between the hardware and the cartography, and allows users to easily source and purchase new app-friendly charts. While the iPad is available in both 3G-enabled and Wi-Fi-only versions, GPS is available only on 3G-enabled models, which can also access cell towers to determine their position if Wi-Fi isn't available.

Once Location Services fixes its position, a user can drag, pinch and scroll to different areas, examining cruising options and changing waypoints. All heading and speed information is available onscreen, and with the right app, the iPad can access information from other instruments (for example, GPS or AIS) via the yacht's Wi-Fi network. And because the operating system supports multitasking, other apps are just a few taps away. "IOS 5 is a powerful UNIX-based operating system — it handles all of the iPad's touch input and the graphic display," said Rich Ray, the president and owner of GPSNavX (*gpsnavx.com*), makers of the

Read about where your iPad has taken you by logging onto the Navionics Newsstand (*navionics.com/MobileMarineNewsstand.asp?MobileType=iPad*)



PALM HARBOR MARINA

IS A SOUTH FLORIDA JEWEL















THINK BACK ON YOUR BEST MARINA EXPERIENCES. If you're like most yachtsmen, you can picture places that had just the right location or a state-of-the-art facility or spectacular amenities you hadn't seen before. Now picture all of that at one marina. That's the beauty of Palm Harbor.

With a perfect location in the heart of the Palm Beaches in South Florida, Palm Harbor Marina excels in meeting every need of its international yachting clientele. Its recent $25 million project wasn't just a renovation, it was a ground-up re-imagining of what a modern marina can and should be.

What sets Palm Harbor Marina apart is its location and integration into a completely revitalized waterfront district. Public spaces, lush parks, walkways, an amphitheater – all flow seamlessly around the marina. The best restaurants and shopping are just steps away, and the opulent island of Palm Beach is just across the Intracoastal Waterway.

While at the marina, all guests are treated as VIPs. Yacht owners, captains, crew and guests experience the newest and best facilities, and unbeatable service, while enjoying the complimentary VIP Guest Benefits Program. Hospitality starts dockside with concierge services and continues onshore with a fitness center, gaming room and gourmet epicurean center. Access to the local yacht club, exclusive discounts for Palm Harbor guests at local restaurants and world-renowned Worth Avenue shopping boutiques make a stay at Palm Harbor Marina a top-notch experience.

The new Marinetek concrete floating docks, considered to be "the Ferrari of the world's docking systems," represent the world-class standards that Palm Harbor strives to achieve. Designed to accommodate yachts up to 250 feet, the wide berths have in-slip pump-out, single and three-phase power supply and more. Access is easy with plenty of room to maneuver a yacht of any size.

All of that has led to an enthusiastic reception for Palm Harbor Marina and it continues to play an integral role in the growing prominence of the Palm Beach International Boat Show. They have sold out two seasons and have also been the venue for several private luxury events. Most notable among those events was *Yachting* magazine's 2nd annual Private Yacht Showcase. The event hosted 300 guests and featured a lineup of yachts ranging from 38 to 117 feet and luxury partners Oris watches and Braman Porsche of Palm Beach. Other partners included LaCroix premium sparkling waters and Seakeeper yacht stabilizers.

The rest of 2012 and the years to come look to be even more exciting as Palm Harbor Marina continues to set new standards.

For more information about Palm Harbor Marina or to make reservations, visit www.palmharbor-marina.com or call 1-800-435-8051.

IPAD ADVENTURE

READ SCHMIDT'S PROTECTOR STORY AND SEE VIDEO AT *YACHTINGMAGAZINE.COM/ESCAPEARTIST.*



Robin Martel, president of Northport System Inc. (Fugawi) with a chart displayed full screen and on an iPhone. The iPad (opposite) offers a happy medium — this one displays the iNavX app.

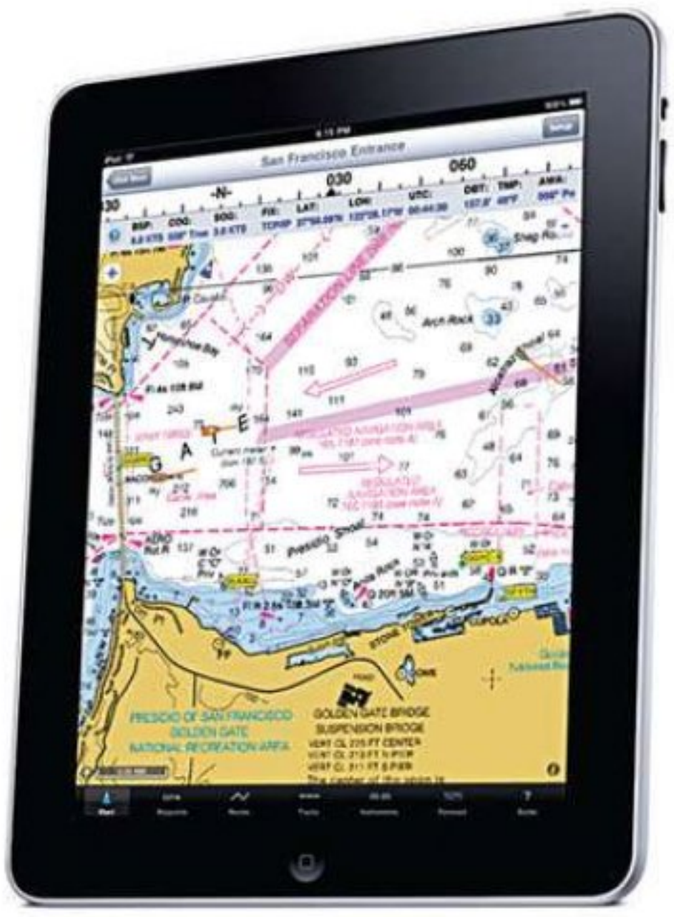
popular iNavX app. This is a huge advantage over dedicated tablets, as Apple has invested cutting-edge Silicon Valley resources into ensuring that the iPad's touch interface is silky-smooth, and that its high-resolution display can tackle all graphic demands.

What does a nav app look like? "It's a duplicate of what you'd see on an MFD, except there's no radar overlay," Ray said. Much like MFDs, nav apps can display raster and vector charts, with certain apps excelling at particular chart types. Also, because charts are often large high-resolution files, and because iPads have limited flash-memory space (the biggest iPad 2 has only 64 GBs of storage), users typically download germane charts beforehand. Depending on the app, some charts are free, while others are pay-to-play.

The true test of any app's success is its user experience (UX), aka its graphical user interface (GUI). "The UX is a core convention of any app," Black said. "Routine functions need to be easy to get to, and they need to be intuitive to use."

The ease of delivering updates via the App Store, coupled with features such as real-time user feedback, has created an environment of "crowd sourcing," where users can provide input and information for updates. For example, some nav





apps allow a user to note incorrectly demarcated rocks or buoys. While the rock's location remains unchanged on the actual chart, crowd-sourced information can be compiled and pushed out via updates; users can employ this information as an optional layer. "The biggest challenge is the frequency of the updates," Black advised. "It's a never-ending development program."

DRAWBACKS

Computing power and environmental robustness are currently the iPad's limiting factors. While Power Support (*powersupportusa.com*) makes protective and anti-glare screen films and SealLine (*cascadedesigns.com*) makes weatherproof cases, iPads are averse to glare, moisture and gravity. Then there's sheer computing horsepower. "There's still a big performance gap between PCs and iPads," Martel said. "But the expectations are different. In the PC world, people want a feature-rich program that does everything. On the mobile side, people are used to having a cluster of applications — different apps for navigating, getting weather information and route sharing."

FUTURE TRENDS

Moving forward, Ray predicts that we'll continue to see universal tablets whose reason for being hovers between utilitarian function and entertainment. Moreover, we can expect a huge uptick in processing power and RAM. "We'll also see more tasks offloaded to server farms, where the processing can be done," Ray said. This trend has already started with Apple's new Siri, a voice-command-controlled virtual assistant, which will likely come aboard next-generation iPads.

Will nav apps ever dethrone PC-based navigation, MFDs or paper charts? "I don't look at the iPad as a navigation device, but rather a tool to extend the fun past the boat," Black said. He admits that there's no way of knowing where the technology will be in five years, but also *strongly* advises that nav-app users cruise with a full complement of paper charts, a good MFD and the right chart kits. Others agree. "It depends on where you are and your familiarity with the waters," Ray offered. "It's fine to use an iPad instead of a PC, but you need a dedicated MFD, and you *really* want a paper chart."

While limitations exist, there's no question that iPad-based navigation complements any nav station. The best part? Given the iPad's soaring popularity, adding this technology to your boating experience could simply be a matter of installing new app(s) on a device that you've long since mastered. ❑

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On the Hill A boat on the hard shouldn't require a money tree.

By Vincent Daniello

There's no use in sugarcoating it. Boats are expensive. We've all heard the jokes — *BOAT: an acronym for break out another thousand; a hole in the water into which one pours money;* etc., though the best reminder may be the bottom line of the annual boatyard bill. But yard trips don't have to become a battle over dollars and delays. In fact, going into the yard prepared and with the right attitude can be downright pleasant and might even save you a buck or two.

"Some guys have a budget and a completion time in mind, but not a clear idea of what they want to have repaired," says Ralph Heil, president of Thunderbolt Marine outside Savannah, Georgia (*thunderboltmarine.us*). He finds this such a deterrent to effective scheduling, as well as a primary source of ill feelings later, that he won't haul a boat until the work is defined. "The large yachts with professional crew usually know what they need," he says. For owner-operated boats, Heil suggests starting with a recent survey or giving his team a few hours aboard to check things over and prepare a punchlist of suggested repairs.

Most yards don't undergo such meticulous planning, but boat owners certainly should. "Leaving anything to guesswork is dangerous," says Jimmy Hone, longtime captain of yachts from 55 to 198 feet. "Even the most reputable yards will, at least unintentionally, take advantage if you miss something." Hone insists on clear details in bids — not just a bottom job, but the type of paint, how many coats, pre-paint prep, whether the price includes running gear, bow thruster, stabilizers and even what zincs cost, installed.

"The cheapest quote usually isn't the best," Hone says. "A yard can't stay in business that way." A yard that's desperate for business might intentionally quote low but expect to make up its losses on additional work once the boat is captive. Since additional repairs inevitably come up, Hone suggests comparing labor rates and material prices between yards, not just the bottom line of quotes. Also be clear on policies regarding quotations versus estimates versus just an educated guess.

"Check the reputation of the yard," says Roy Merritt, vice president of Merritt's Boat & Engine Works in Pompano Beach, Florida (*merrittboat.com*). "Word gets around pretty quickly." Merritt also suggests bypassing the air-conditioned office for a tour of the yard. "Some people can do a lot with a little. Others can't get it right with the best equipment in the world," he says. "What shape is their equipment in? How is the Travelift maintained?"

Try also to gauge the pace of work: Few boats and a skeleton crew? A full yard but seemingly not enough help? Either warrants further inquiry but also offers opportunities to save. "I'll give a

Know what is included in the yard's quotes, such as prepping the running gear before the bottom paint is applied.



REFIT MADNESS

VIEW A GALLERY FROM THE REFIT OF A 154-FOOT FEADSHIP AT *YACHTINGMAGAZINE.COM*.

different price for work at the beginning of August than I will for September," Heil says. "I'd rather break even than send guys home." At Thunderbolt, the period January through March is typically slow, but this varies by geography.

Both Merritt and Heil warn that a yard with a good reputation for one type of work, perhaps topside painting, might be the wrong choice for other work, like running gear alignment or electrical upgrades. "I wonder if people see the big towers and fancy sport-fishing boats and say, 'That's not the place for me,'" Merritt says. Only 60 percent of Merritt's work is on sport-fishing boats — perhaps 10 percent are boats he or his father and uncle built. "See how comfortable the yard is with the scope of the work you want to do."

Also consider length overall. "A 112 Westport used to be a big boat, but now you might take that to a yard full of 150-footers. You become a small fish in a big pond," Hone says. He also warns that too big a boat might overwhelm a yard's equipment or resources.

Often it's best to seek out a yard that specializes in a specific type of work. On sport-fishers, for instance, simple jobs like mounting an antenna on the top of a tuna tower or replacing a trim tab recessed into the hull require special knowledge. "I go almost exclusively to Merritt's," says Rob Ruwitch, owner of a Stuart-built custom 46-foot Kincheloe-Nickerson sport-fisher. "They always take good care of me. They're expensive. They all are, but I know the job is done right."

Projects can grow beyond the planned scope. "We're getting to the point where we're replacing major systems," Ruwitch says of his 20-year-old boat. "Parts might no longer be available. When we replaced the steering system, the components had different mounting footprints and hole patterns," he says, which added time and expense required to modify [the] helms and brackets in the lazarette. "The adage when starting a business is that it will require twice as much money and take twice as long as anticipated. If you have that same understanding going into the boatyard, you'll have a much better experience," Ruwitch says.

Ruwitch's boat is an extreme example. Heil budgets Thunderbolt's resources assuming 30 percent more work on each boat than originally bid. At many yards a 50 percent increase isn't abnormal.

Owners sometimes cause problems. "A guy might know we're very busy, so he says he just wants a bottom job when he has a lot more work in mind all along," Merritt says. Unplanned work can overtax the yard's resources and delay many boats.

Independent contractors are another variable that can often save the client money but at the same time may create issues. "The yard can pull employees off another job or pay them overtime," Hone says. "A subcontractor might be busy on another job in another yard." Warranty is also a consideration. "It's something to be aware of, not necessarily something to be wary of," Hone says. He suggests that vetting key subcontractors well is always wise.

Hone prefers having the yard hire and pay outside contractors, with the clear understanding that the yard is responsible



for the job. On the other hand, he negotiates beforehand to allow contractors that he has long-term direct relationships with — such as engine mechanics — into the yard without adding a fee.

Ask in advance too about reduced-rate semiskilled laborers for basic jobs — offered at Thunderbolt for about 60 percent of skilled-labor rates. "We take full responsibility for their management, their actions and their insurance," Heil says.

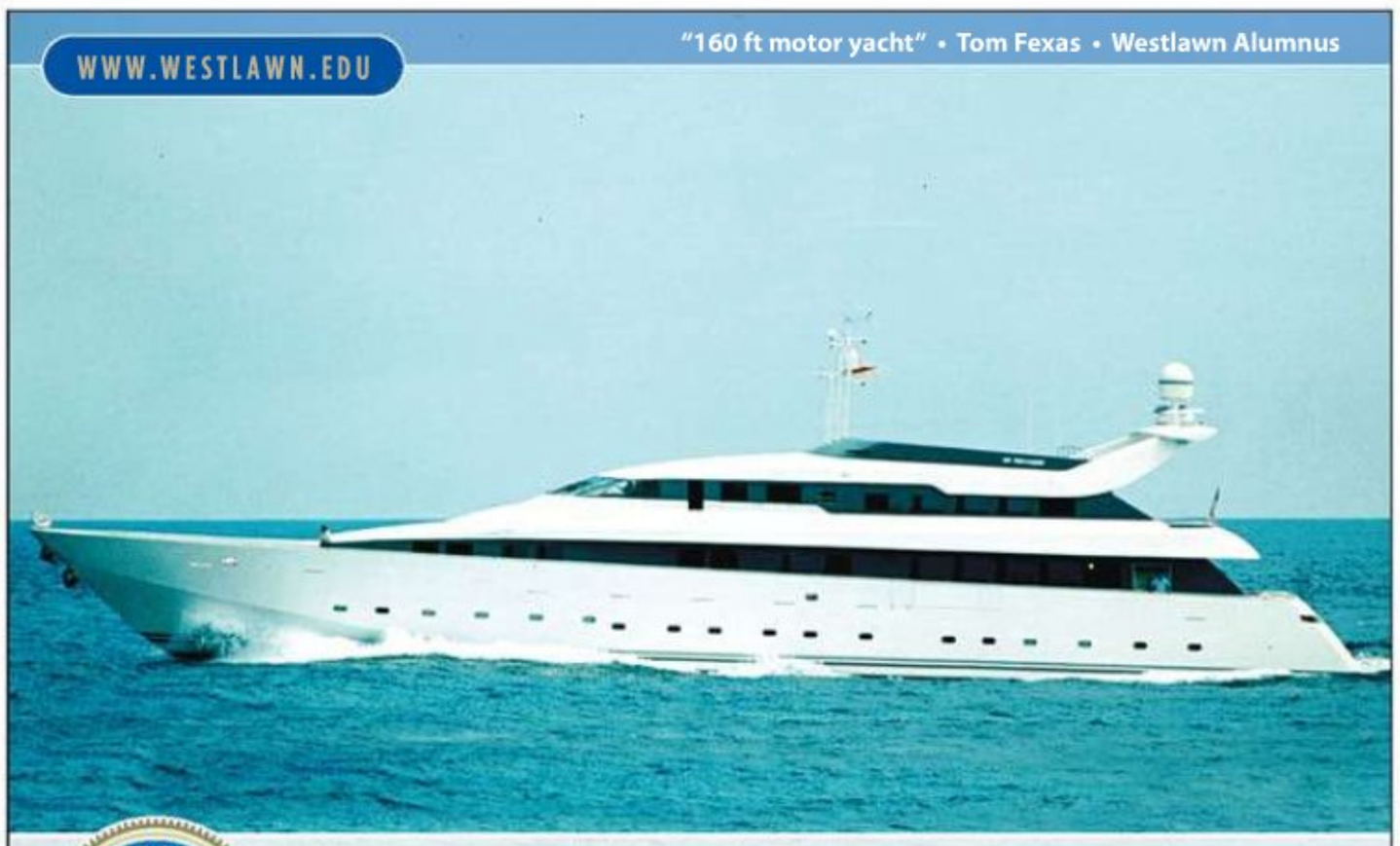
Altough it's wise to shop around, good long-term relationships benefit all. Knowing the boat helps yards quote more accurately. "When the boat is coming back, we're not tempted to do as much as we can on each visit," Heil says. He prefers to schedule work that isn't quite ripe by planning the next yard visit before the boat is launched.

When jobs don't go as planned or yard bills turn ugly, Merritt and Heil stress communication. "Sometimes I'll negotiate," Heil says. "Our primary goal is repeat business from satisfied clients."

"Talk to the supervisor of the job," Merritt says. "Get a clear explanation of what the work was." Merritt itemizes each job on invoices to show where time and money went. Remember in the end that boats are expensive. Among many tongue-in-cheek adages, Ernest Hemingway offered perhaps the most eloquent: "The longer I fish the poorer I'll be." ❑



Tell the yard where the bow thruster, keel or stabilizers are to avoid damage during a haul-out.



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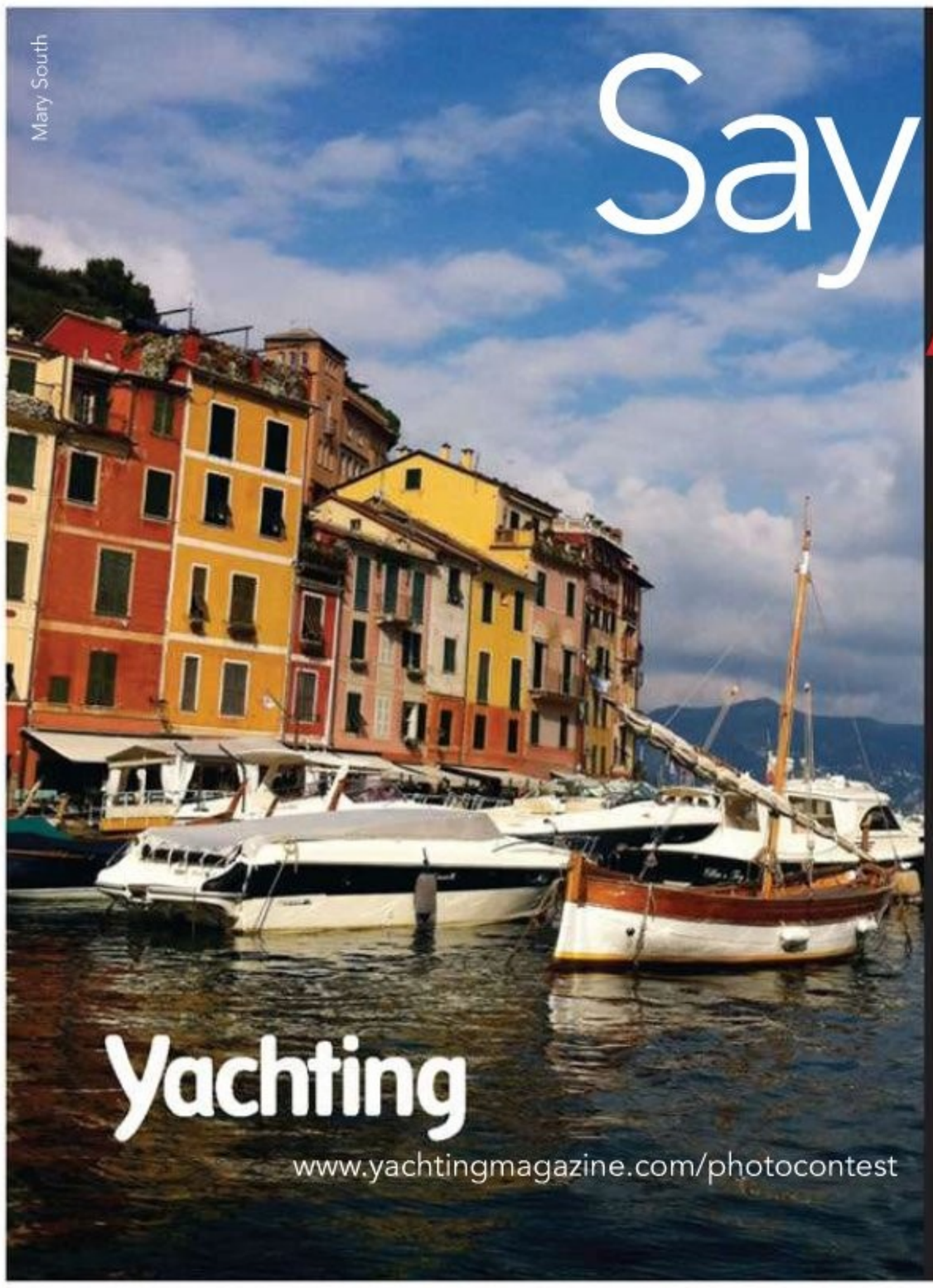


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Refit top to bottom, this yacht has new generators, appliances, soft goods, hull and mask paint, 4' teak swim platform, teak aft decks, etc. etc. Without a doubt the most striking 76 Lazzara afloat. Serious seller. Contact Jeff Stanley, Central Agent.



78' MOCHI CRAFT LONG-RANGE HYBRID 2010

One of the first hybrid motoryachts available in this size range. Diesel electric capabilities for super-quiet operation and dual Gyro-stabilizers + active stabilization. Plenty of outdoor lounging area plus an open interior with large windows, hardwood floors, leather seating. Contact Joe Majcherek for complete details.



74' STEPHENS CUSTOM MOTORYACHT 1982

Maintained to perfection. Often referred to as a west coast Burger. Truly a gentleman's yacht in the finest tradition. Twin dependable 12V71TI's provide comfortable 17 knot cruise. Updated electronics, bow thruster, stabilizers. A must see. Now Asking $795,000. Contact Wayne Cannava, Central Agent



66' GRAND ALASKAN FLUSH DECK 2005

Built for extended cruising in this Seattle location, this motor yacht has walk around decks, bridge w/hardtop, enclosure & sky bar, on-deck Day Head, open galley up, 4 staterooms. Unique. $1,395,000. Call Wayne Cannava, Central Agent.



77' HATTERAS CMY 1987

Huge volume, aft engine room motoryacht with a factory cockpit. Four generous teak staterooms with heads. Crew for two. New electronics, generators, AC and much more! Enormous flybridge is great for entertaining. Contact Jeff Stanley, Central Agent.



63' HATTERAS MOTOR YACHT 2003

CAT 3412s with 1200 hours, great electronics. Three stateroom/ three head layout. Satin Makore interior. Professional care since new. Annual maintenance completed – survey ready. Owner will consider real estate trades! Contact John Noone, Central Agent.



56' NEPTUNUS FBMY 2006

New style flybridge w/expanded seating capacity, fully air conditioned FB, three cherry staterooms, low hours on 3406E CATs, recently updated electronics. Nicest 56' available! Unbelievable sea boat with a 26 knot cruising speed. Contact Jeff Stanley, Central Agent.



58' SEA RAY SEDAN 2006

Clean, well equipped and the best priced 58' on the market. Common-rail 900hp MAN diesels allow 30-knot cruising. AC flybridge, beautiful interior décor with cherry wood finish, captain maintained. Asking $595,000. Contact central agent, Joe Majcherek for complete details.



58' POSILLIPO TECHNEMA 1986

Very spacious 3 stateroom layout with separate crew cabin. TNT lift and jet tender on transom. Rebuilt main engines and new twin gens. Great value in an American spec Euro Cruiser. Easy to see in south Florida. Contact Jeff Stanley, Central Agent



51' CAROLINA CUSTOM HERITAGE 2008

Excellent mid-size sportfish that runs great with economical Cummins QSM11s. Large cockpit with bridge overhang, custom hardtop and beautiful curves & tumblehome. Great condition overall. Contact Eddie Wimbrow for complete details.



48' BENNETT BROS. CUSTOM SPORTFISH 2000

North Carolina built, sharp Lou Codega design, high-tech composite construction w/carbon fiber framing & Kevlar reinforced bottom. Low hrs. SMOH 800hp CATS, updated electronics & SAT TV, Cherry interior, many updates. Asking $399,000. Central Agent, Joe Majcherek.



56' NEPTUNUS CABRIO 2006

Only 240 hours on 825 hp Series 60 MTU's. Always fresh water. Shows as new! Also 2007 54' Neptunus Cabrio with three cabins and 54' Neptunus Express Hard Top from $249k. Contact Jeff Stanley, Central Agent.

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150 RICHMOND 2010



6 owner staterooms plus 10 crew. Helicopter capable. MTU power, with full warranties. Contact Mack Carroll or Trevor Carroll.

136 CUSTOM MEGAYACHT 2011



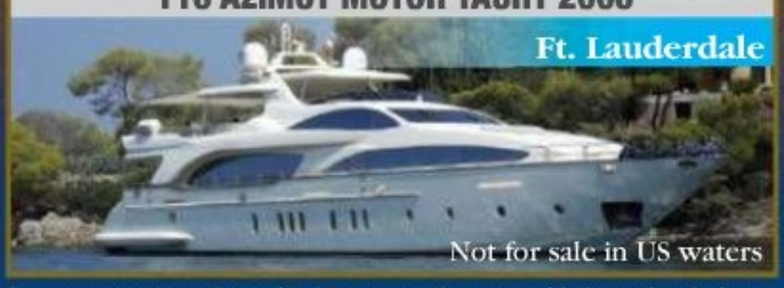
Powered w/ MTUs, accommodates up to 12 guests, perfect for personal or charter use. Contact Andrey Shestakov.

120 SOVEREIGN 1999



Twin 1800 hp MTUs, 0 hours. 5 Stateroom plus crew. Many upgrades, recent paint. Beautiful light maple interior. Located California. Contact Chris or Mack Carroll.

116 AZIMUT MOTOR YACHT 2006



Layout accommodates 10-12 guests plus crew. High quality Italian workmanship. Twin 2000 hp MTUs. 2 Available. Contact Joe Marino.

115 TRINITY REFIT 2007/2008



Twin 3412 CATs, Luxuriously appointed four stateroom plus crew. Full electronics & many toys. Jacuzzi on flybridge. Ideal for personal use or charter. Contact Chris or Mack Carroll.

108 HARGRAVE 2006



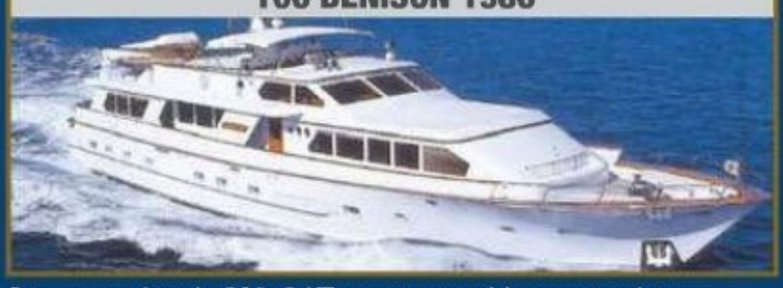
Immaculate condition. New to market! Seriously for sale. Twin C32 CATs. Contact Andrey Shestakov.

108 DE VRIES LENTSCH 1973



Twin CAT D346s, 4 SR + crew, freshwater. Huge Flybridge & aft deck. All cash offers considered. Contact CA Mike Levell.

106 DENISON 1986



Repowered with C32 CATs, new paint. New to market. Contact Joe Marino.

105 EXPEDITION YACHT 1983/2005



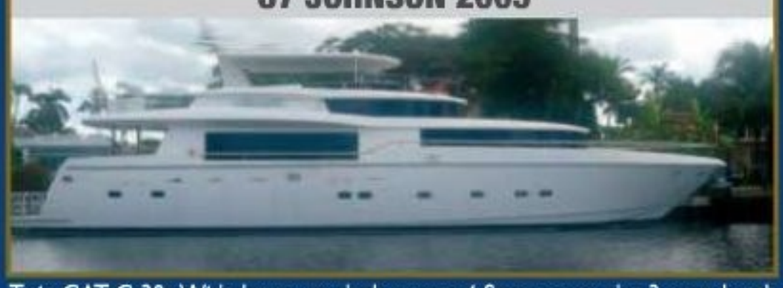
Twin 3412 CATs, 4 staterooms plus captain and crew. Jacuzzi on sun-deck. Contact Andrey Shestakov.

97 HARGRAVE 2005



Reliable C-30 CATs. Luxurious interior in cherry gloss and burl accents. Updated electronics and many recent upgrades. Contact CA Trevor Carroll.

87 JOHNSON 2005



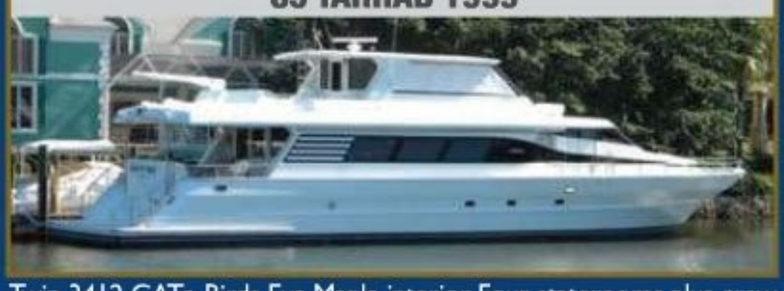
Twin CAT C-30s. Wide beam, on-deck master. 4 Staterooms plus 3 crew berth. Walk-around decks plus garage for toys. Contact Mack or Chris Carroll.

85 AZIMUT 2010



Twin CAT C32s with low hours. 4 Stateroom plus crew. Extremely well maintained. Nicest on market. Contact CA Joe Marino.

85 TARRAB 1999



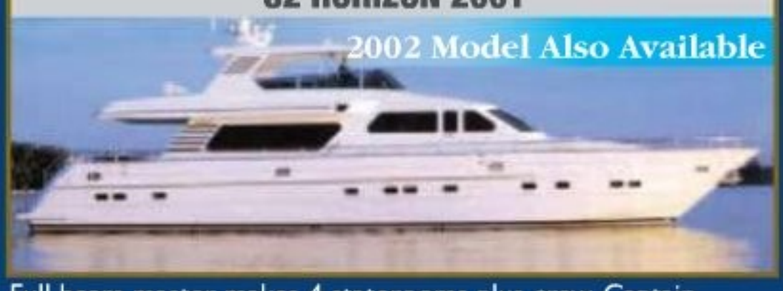
Twin 3412 CATs, Birds Eye Maple interior, Four staterooms plus crew. Master is full beam. Contact CA, Mack Carroll or Chris Carroll.

85 RIVA 2004



Classic Italian, low hours on 2000 hp MTUs. Bank repo - 1.7M Euros. Contact Mark Meyer.

82 HORIZON 2001



Full beam master makes 4 staterooms plus crew. Captain maintained. Contact Joe Marino or Trevor Carroll.

82 SAN LORENZO 1994



Finest Italian motoryacht. Turn-key condition. 4 staterooms plus crew. On-deck Jacuzzi. Contact Brad Nelson.

82 SUNSEEKER YACHT 2005



Twin CAT C-30s. 4 Stateroom plus crew. Excellent condition. Captain maintained. Contact CA Joe Marino.

80 POSILIPPO 2001



4 staterooms plus crew, built to US specs. 3412 CATs w/ low hrs., capt. maintained, lots of toys. Contact CA Gregg Silver.

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Pre-Owned Sunseekers

108 SUNSEEKER PREDATOR 2009



40+ knots with triple MTU power. Arneson surface drives. Exquisite walnut interior w/ 4 luxurious staterooms. Contact office 954-921-1500.

94 SUNSEEKER YACHT 2003



4 SR + crew. Jacuzzi, SAT TV, phone. New teak decks & new int. décor. Capt. Maintained. Contact Joe Marino 954-328-2059.

88' SUNSEEKER MOTOR YACHT 2012



Twin CAT C32s. Warranties convey. Zero speed stabilizers. Hard top. Day head. No wait! Contact Office 954-921-1500.

82 SUNSEEKER PREDATOR 2006



The ultimate sports cruiser. Accommodation for 8, speeds to 43 knots on shallow draft with her Arneson Drives. Contact Herb Bopp.

74 SUNSEEKER MANHATTAN 2002



Twin 1300 hp MANs. 4 stateroom plus crew. Bimini top. Located in S. Florida. Contact Andrey Shestakov.

72 SUNSEEKER PREDATOR 2006/2011



Twin Common Rail MANs. Mint condition. Trades possible. Low hours. $1,595,000. Contact Dean Anthony 954-328-2700.

68 SUNSEEKER PREDATOR 2005



Twin MANs speed up to 40 kts., 3 SR+crew, retractable hard top, teak decks. Contact Herb Bopp.

68 SUNSEEKER PREDATOR 2002



Twin 1300 hp MANs, 1,000 hr. service completed. Freshwater boat. Hardtop with retractable sunroof. Contact Stephen Faraldo.

68 SUNSEEKER PREDATOR 2003



Twin 1500 hp MANS, underwater lights, 3 staterooms plus crew. Contact office 954-921-1500.

66 SUNSEEKER MANHATTAN 2007



30+ knots. Loaded with options. 2 boat owner is motivated! Two boat owner is motivated. Call Dean Anthony 954-328-2700 for your best deal!

64 SUNSEEKER MANHATTAN 2002



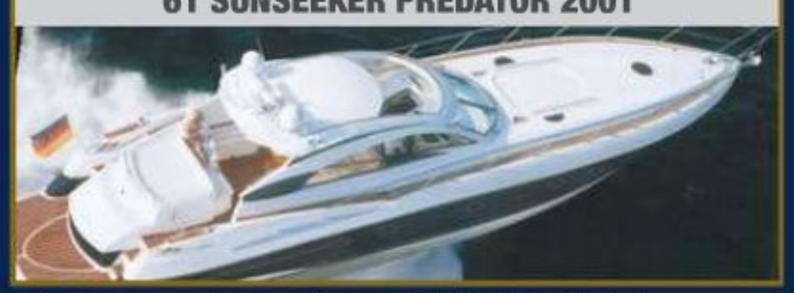
Completely rebuilt MAN engines, 2011. Euro power. Located in Holland. Contact Joe Marino.

63 SUNSEEKER PREDATOR 1996



3 Staterooms plus crew. High gloss cherry interior. New paint, rebuilt MANs. Contact Randy Kires.

61 SUNSEEKER PREDATOR 2001



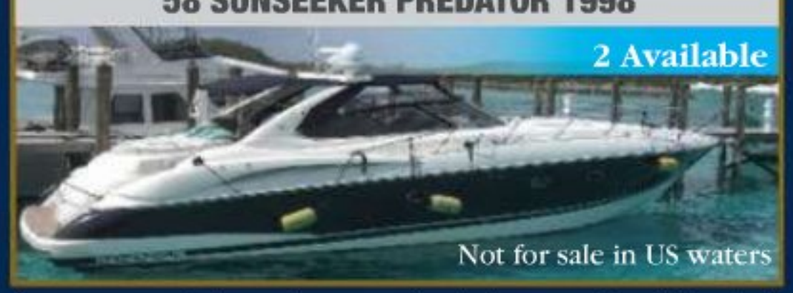
1,000 hour service complete on MAN 1050s, fresh bottom paint. Clean, well maintained. Contact Stephen Faraldo.

61 SUNSEEKER PREDATOR 2002



1,000 hr service completed on MANs, bow & stern thrusters, cockpit A/C. Well maintained, stored under cover. Contact Randy Kires.

58 SUNSEEKER PREDATOR 1998



3 stateroom w/ cherry gloss woodwork, large cockpit. Maintained w/open checkbook. Contact CA Randy Kires 954-401-6888.

55 SUNSEEKER PREDATOR 2005



Twin 1050 MANs w/ Arnesons. 3 Stateroom w/ cherry interior. Underwater lights. Now in Florida. Contact Herb Bopp 954-931-7138.

52 MANHATTAN 2012



Twin 800 hp MANs. 3 stateroom plus crew aft. Hydraulically submersible stern platform. Contact office 954-921-1500.

50 SUNSEEKER MANHATTAN 2005



Impeccable, captain maintained, and ready to go! 2006 model also available. 5 year engine warranty. Contact Stephen Faraldo 561-322-8279.

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80 AZIMUT CARAT 2005



Twin C-30 CATs. Loaded - Atlas, KVH TV, SAT phone. Located in Italy. Contact Joe Marino.

73 FORBES COOPER 1995



Mulder design built for demanding Pacific Northwest Seas. 4 state-room plus 2 crew. T-765 Detroits w/ low hours. Call Brad Nelson.

72 RAYBURN MOTORYACHT 2005



T-1050hp MAN's, 3 staterooms + crew, open galley, captain maintained. Contact Central Agent, Joe Marino.

72 VIKING SPORT CRUISER 2001



Very motivated Seller. Best priced on the market. 4 staterooms plus crew, captain-maintained. Contact Andrey Shestakov.

72 VIKING COCKPIT MOTOR YACHT 1991



Twin 1292s, extended aft deck, recent interior upgrades. Four stateroom/galley up. Pipewelders hard top. Contact Mike Levell.

70 MAIORA MOTORYACHT 1996



Classic Italian 3 SR plus 3 crew. SAT TV, bow thruster, T-18.5 kw gens. Twin 1150 hp MTUs. Call CA, Joe Marino.

68 BAIA AZZURRA 2005



High performance yacht in excellent condition. Owner wants quick sale. $550K. Contact Mark Meyer.

61 VIKING W/ MEZZANINE SEATING 2004



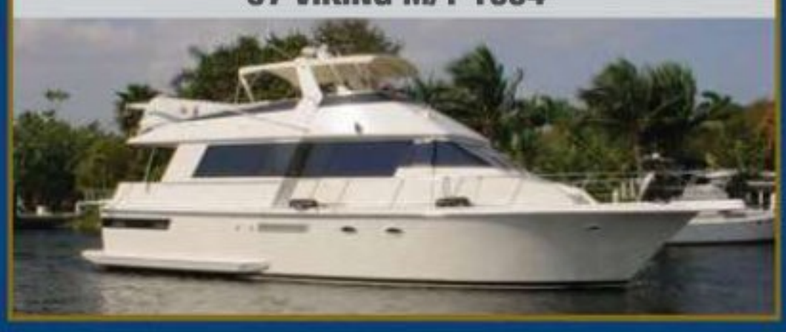
Twin MTUs. 3 stateroom/3 head layout. New underwater lights, electronics, and bottom paint. Contact CA Mack Carroll or Chris Carroll.

61' VIKING SPORT CRUISER 2005



Twin 800 Cats. New teak swim platform Jan 2012. Low Hours. Beautiful Dark Cherry Interior. Call Dennis Rhodes.

57 VIKING M/Y 1994



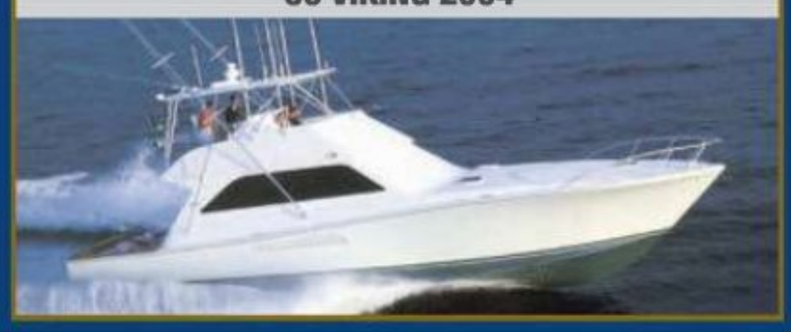
4 stateroom/3 heads, galley up large fb, very low hrs. Naiads, bow thruster, gorgeous condition. Contact CA Franco Tringali.

56 CARVER VOYAGER 2008



Volvo power – only 40 hrs! Captain maintained, out of water. Hard top with enclosures and A/C. Located in Texas. Joe Marino.

56 VIKING 2004



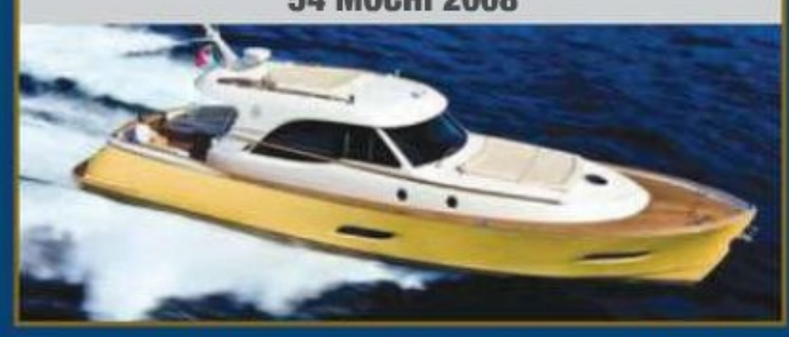
Twin Series 2000 V12 series MTUs. Fish rigged, underwater lights, full electronics. Maintained with open checkbook. Contact CA Ed Biggie.

54 HATTERAS SPORTFISH 2007



3 stateroom/2 head layout. Twin C32 CATs, twin 21.5 kw Onan gens. Immaculate, ready for new owner. Contact Ralph Casler.

54 MOCHI 2008



Twin 800 hp MANs, 230 hrs. 3 cabins plus 1 crew. SAT TV. VAT paid. Located in Italy. Trevor Carroll.

53 CARVER VOYAGER 2003



Twin 675 hp Volvos. 3 stateroom/2 head layout. Well maintained and ready for new owner! Contact Andrey Shestakov.

50 BAIA CLASSIC 1997



Twin MTUs. 2 stateroom/2 head layout. Gorgeous cherry gloss interior. Bow thruster, bimini top. Great condition! Contact Brent DeSellier.

49 GRAND BANKS EAST BAY 2006



Twin CAT C-12s w/ low hrs. Fresh paint & prop speed. Contact CA Mack Carroll or Chris Carroll.

47 RIVIERA SPORT YACHT 2009



Fully retractable salon hard top, hydraulic swim platform, many upgrades. Contact CA Stephen Faraldo and Ed Biggie.

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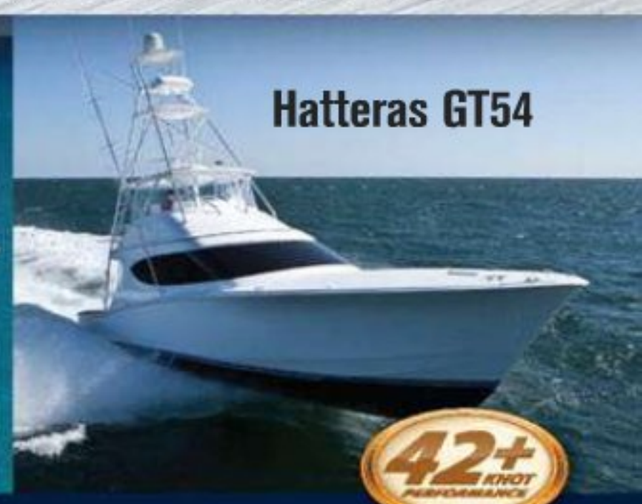
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$980,000 | Ariel Taubas, 786.514.4574



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Silver Lining | 1972 81' Burger
$649,000 | Tom Jenkins, 772.201.1800



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$1,689,000 | Justin Sullivan, 954.931.2230



Circus | 2004 80' Azimut
$2,150,000 | Bob Martin, 305.710.3952
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$2,500,000 | Justin Sullivan, 954.931.2230



Andiamo | 2002 76' Lazzara
$1,250,000 | Chris Coughlin, 239.776.4449



2008 75' Azimut
$2,499,000 | Sean Fenniman, 772.260.1628

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$599,000 | Alan Learch CPYB, 904.502.2266



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$949,000 | Sean Fenniman, 772.260.1628



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$1,935,000 | Bob Martin, 305.710.3952



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4 Play V | 2004 62' Azimut
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Sumo | 2010 60' Cantieri Opera
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PRINCESS SARAH | 43m (142') | Richmond Yachts | 2007 | POA

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LORETTA ANNE IV | 40m (131') | Alloy Yachts | 2009 | POA

Alloy, Dubois, Starkey design with on-deck master, office, three en-suites and gym below. Flybridge dining, jacuzzi, garage and zero speed stabilizers. MCA and Lloyds!

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LOVING LIFE | 20m (68') | Azimut | 2005/2011 | 1,185,000 USD

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ACE OF DIAMONDS | 34m (112') | Hakvoort | 1988/2006

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TRILOGY | 31m (103') | Broward | 1988/2010 | 1,585,000 USD
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Stunning Westport 112 with custom interior beautifully maintained, inspection highly recommended.
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CONSTELLATION | 40m (131') | Westport | 2007 | 11,900,000 USD
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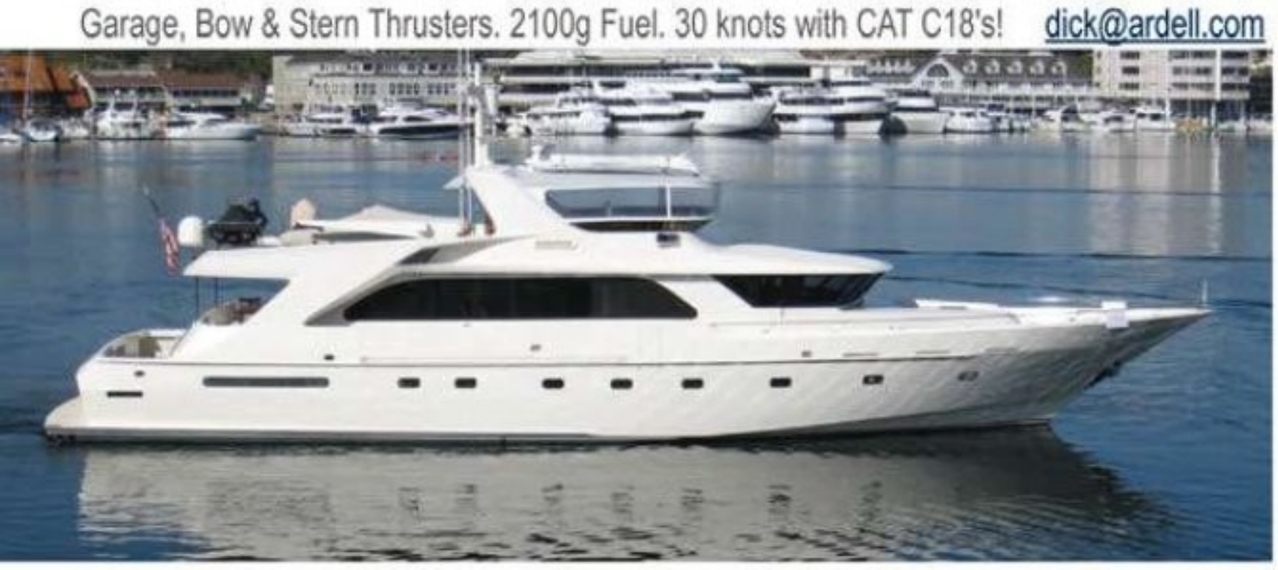
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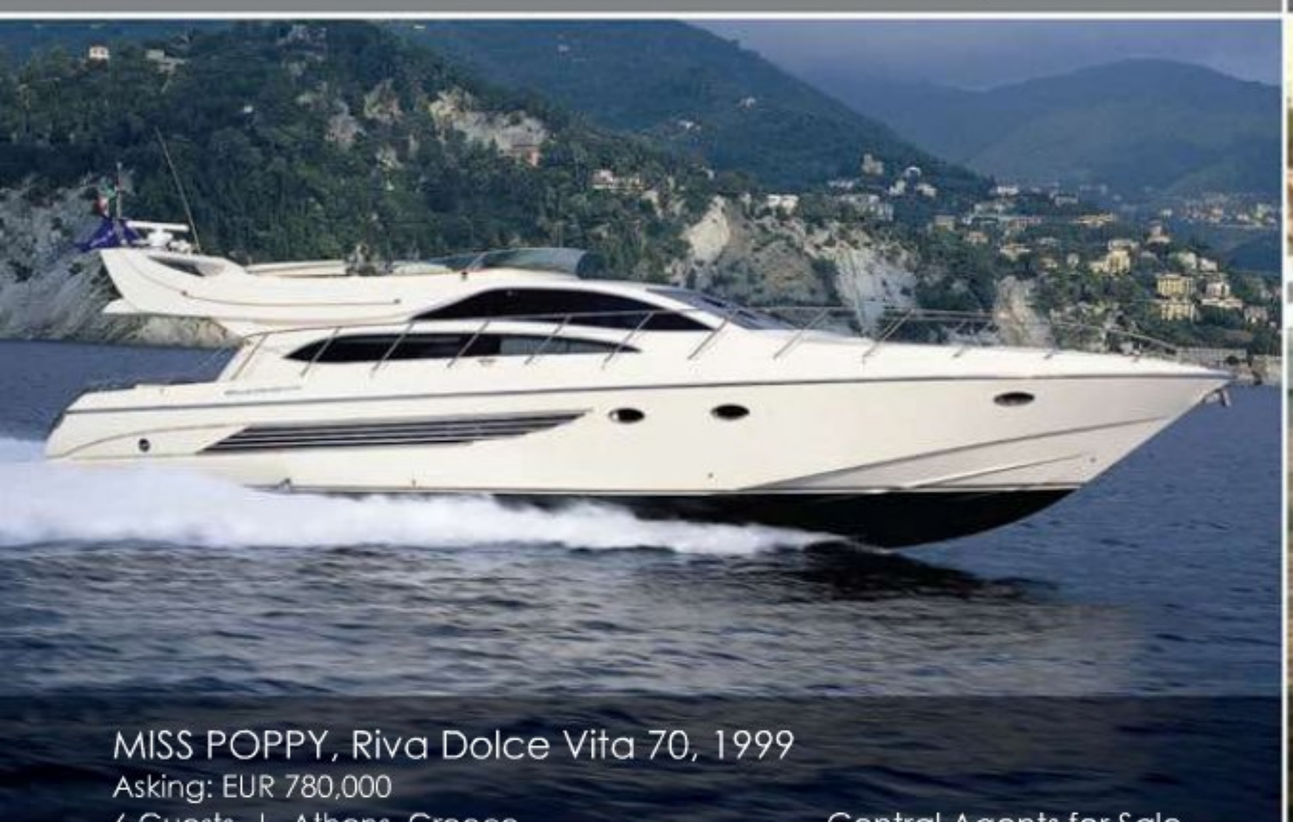
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50' Marquis



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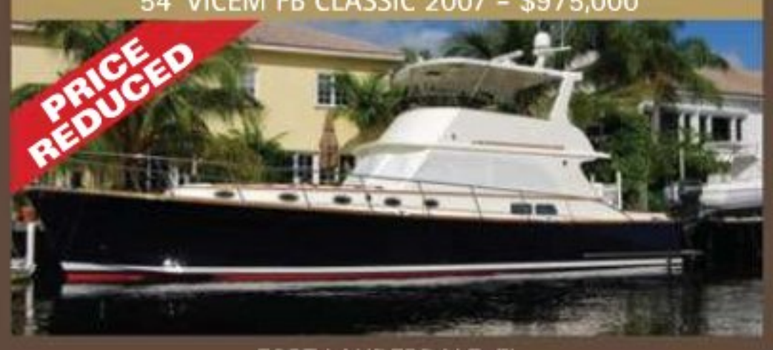


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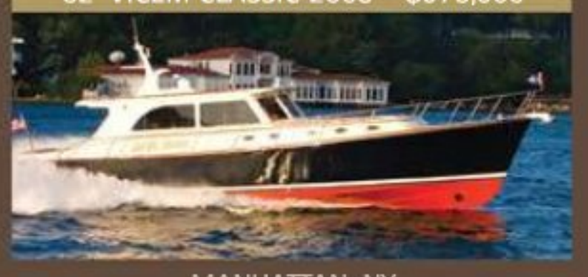
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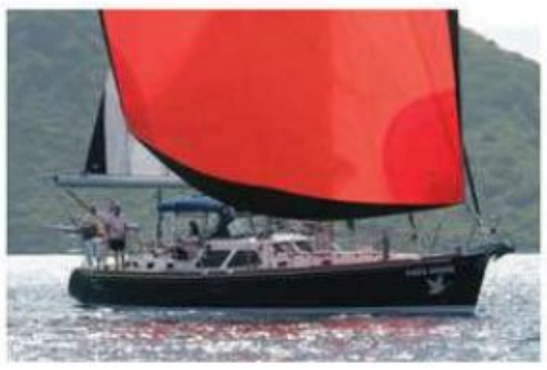
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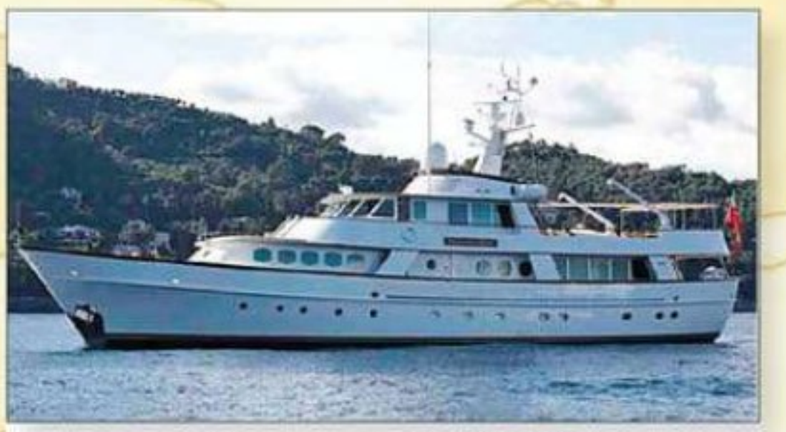
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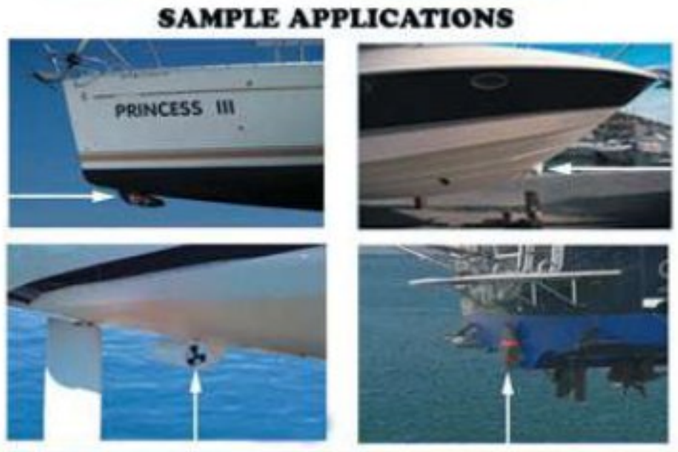
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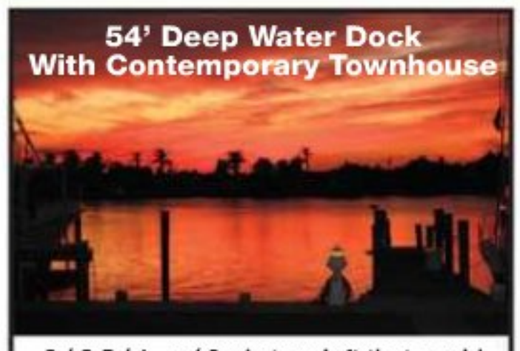
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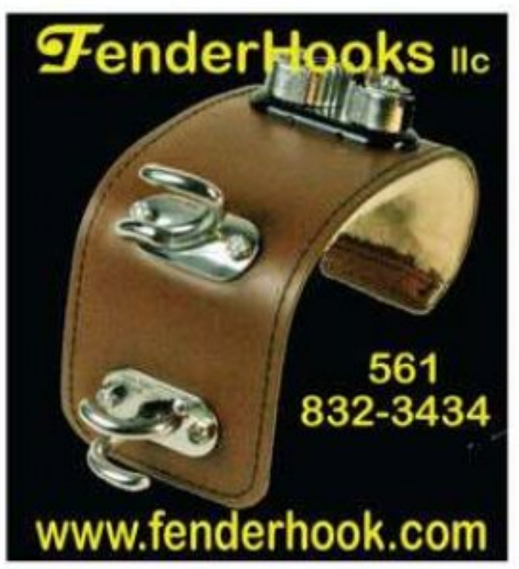


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A Perfect Erection

Coyle stands before the mast.

By Jay Coyle

I have witnessed many acts of boatyard bravery, but I should like to tender my application for a medal following what my dear friend and boatyard proprietor Capt. Burdick referred to as an "erection." That is the stepping of *Puss*' mast. As you may have noted in last month's Telltales, *Puss,* a 35-year-old catboat, has re-enlisted in the Coyle fleet and I have spent the past month reassembling her remains.

"*Puss* is more than a lovely boat; she's an investment," gushed Capt. Burdick as he ogled her upon arrival at his boatyard. Anxious to enjoy the fruits of my frivolous spending, I pressed him on a schedule for her rehab. "We'll get on her first thing Monday," he promised me. In boatyard vernacular, such a phrase can mean many things. I hoped it meant something like "we'll varnish and screw her mast in and call you when she's ready." Perhaps I was in denial, for while I love *Puss,* I dreaded the thought of slathering her mast with that prehistoric goo!

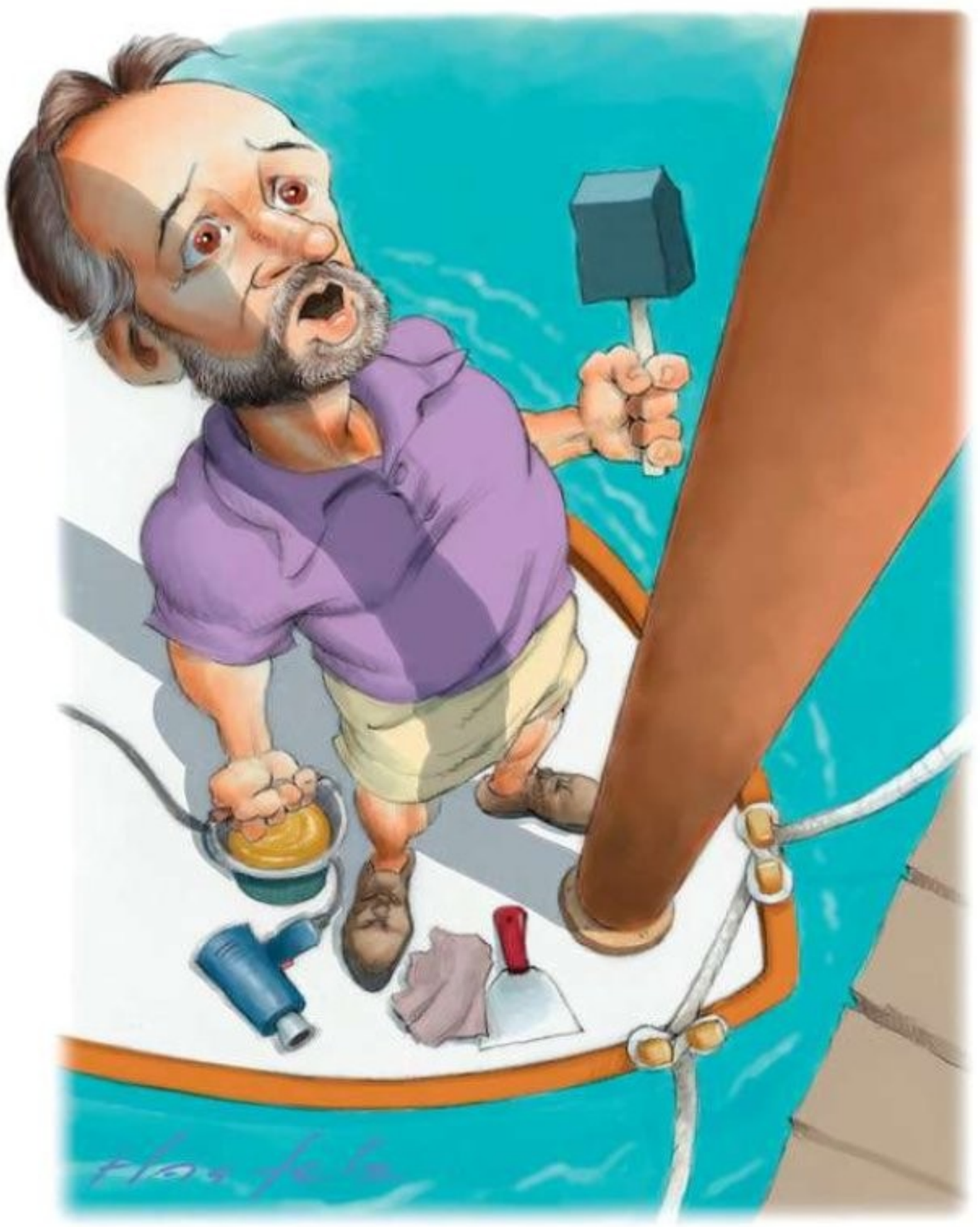
I avoided the yard for a week. This was a mistake. In boatyards, craftsmen move from project to project like bees. An attentive customer with cash in hand is "queen," and in my absence *Puss* had missed out on the honey — varnish. Burdick had completed a cardiopulmonary study on *Puss*' elderly one-lung diesel, but he explained he was a bit backed up. "It's the mast. … You know the Egyptians were the first to varnish. … It's a worthy pursuit and we'd love to do it but perhaps you'll enjoy it." I groaned in despair.

As I trudged toward the mast with heat gun and scraper, I recalled I had made a pointless attempt to inspire my family by investing in a lofty book on the "Zen" of varnishing. I longed for a time when you could flag down a smoke-filled microbus and adopt a tie-dyed varnish practitioner. The fellow I had sold *Puss* to in 2004 had been wise. While the silver dollar I had placed beneath her mast was gone, he had never bothered to varnish the prostrate appendage. Now, a few potato-chip-like flakes of resin were all that kept the weather from *Puss*' forest of Sitka spruce.

It is bad enough to face such a task alone; however, it is much worse to perform it before an audience. Capt. Burdick and I have never agreed on the proper method of applying varnish, and now that the can was in my hands he scolded me for not using a badger-hair brush. As I tackled the project with impatience and a foam brush, true experts brightening the deckhouse of a 60-foot Wilbur looked on in disgust, noting the patina of heat gun scars and varnish drool I was leaving behind — it was humiliating.

In less than two weeks I emptied five quart-size cans of varnish onto *Puss*' mast and spars. Although this amount may seem excessive, it is not, since there is a dirty little secret that makes the peddling of varnish profitable. After applying as much of the product as you dare, you sand most of it off. The directions on the can should read: "Keep it up until you can stand it no more." Most people last seven rounds. … I made it 12. … I was so proud!

And so it was I found myself fighting for control of *Puss*' mast as Capt. Burdick, with his beloved forklift, swung it about as though it were a Scottish caber. "Someone get ahead of this thing and put it into the hole," shouted Burdick, stating the obvious as he fumbled with the controls. There were no volunteers so I came forward, stepping the mast atop a fresh silver dollar. While Capt. Burdick is looking forward to his next erection, I hope not to see it (the silver dollar, that is!) any time soon. ❑



STEVE HAEFELE

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